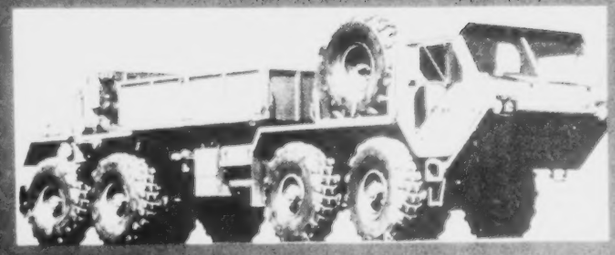
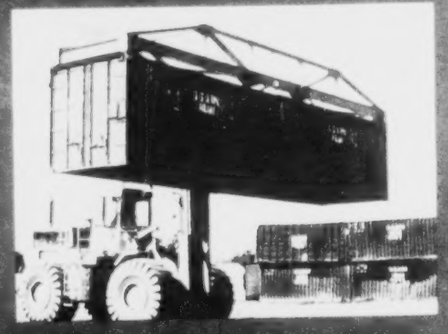
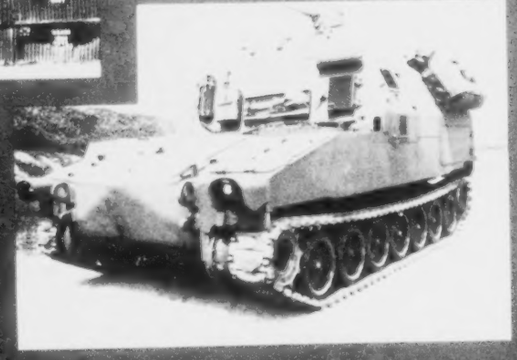
984

1986 LOGISTICS SYSTEMS







United States Army

D101.119:

DEPARTMENT OF THE ARMY
DEPUTY CHIEF OF STAFF FOR LOGISTICS
WASHINGTON, D.C. 20310

20 December 1985

To the Reader:

The Logistics Systems Handbook is being published to provide a better understanding of the new logistics systems being acquired to improve combat service support and unit readiness.

This unclassified handbook is a consolidated reference for selected Army logistics systems being fielded in the next 2 years. The systems shown in this handbook are categorized by specific areas as follows: vehicles, aviation, watercraft, test sets, automatic data processing equipment and peripheral systems, petroleum systems, water systems, construction systems, miscellaneous systems, and software systems.

It is our hope that this handbook will provide you with an overview of logistics systems that will improve logistics support in the field.

Benjamin F. Register Jr.

BENJAMIN F. REGISTER, JR.
Lieutenant General, GS
Deputy Chief of Staff for Logistics

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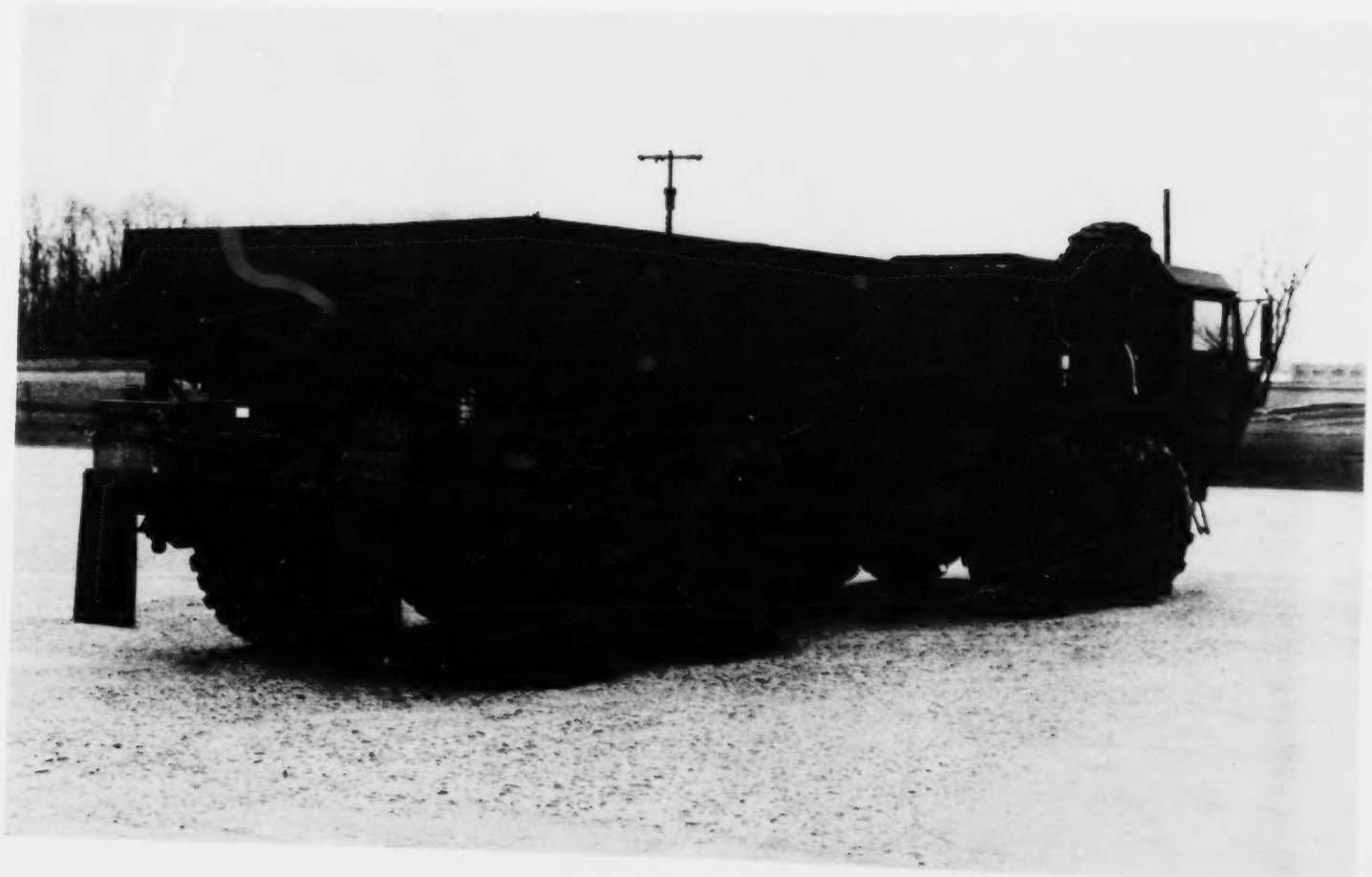
THE USE OF TRADE NAMES IN THIS HANDBOOK DOES NOT CONSTITUTE AN OFFICIAL ENDORSEMENT OR APPROVAL OF THE USE OF SUCH COMMERCIAL HARDWARE OR SOFTWARE. THIS HANDBOOK MUST NOT BE CITED FOR THE PURPOSE OF ADVERTISEMENT.

VEHICLES



HEAVY EXPANDED MOBILITY TACTICAL TRUCK (HEMTT)

DESCRIPTION: Family of on and off road vehicles with separate versions for ammunition resupply, prime mover, fuel tanker, and wrecker/recovery. The HEMTT will support Force Modernization Systems such as Pershing II, Patriot, Multiple Launch Rocket System And The SGT York, and will replace 5-ton trucks and GOER in ammunition resupply roles.

CHARACTERISTICS: The HEMTT can carry a 22,000 payload.

PROGRAM STATUS: A production contract was awarded in May 1981 with a delivery rate of 132 (avg) systems per month committed in August 1982. A total of 550 systems have been conditionally fielded as of 31 May 1985. Initial fielding worldwide scheduled for 15 July 1985. A total of 6,201 systems will be produced through FY 85.

CONTRACTOR: Oshkosh Truck Company

HIGH MOBILITY MULTIPURPOSE WHEELED VEHICLE (HMMWV)

DESCRIPTION: The High Mobility Multipurpose Wheeled Vehicle is a light, highly mobile, 1-1/4-ton vehicle consisting of a 4 X 4 common chassis employing various kit applications for joint service vehicle roles. The High Mobility Multipurpose Wheeled Vehicle will selectively replace the current fleet of 1-1/4-ton vehicles in combat and combat service support roles.

CHARACTERISTICS: Vehicle payload ranging from 2,500 pounds to 3,600 pounds.

PROGRAM STATUS: A production contract was awarded 3 March 1983 and production began during the 4th Qtr FY 84. A total of 55,200 systems will be produced through 1988. First unit equipped date scheduled for 30 June 1985.

CONTRACTOR: AM General Corporation.

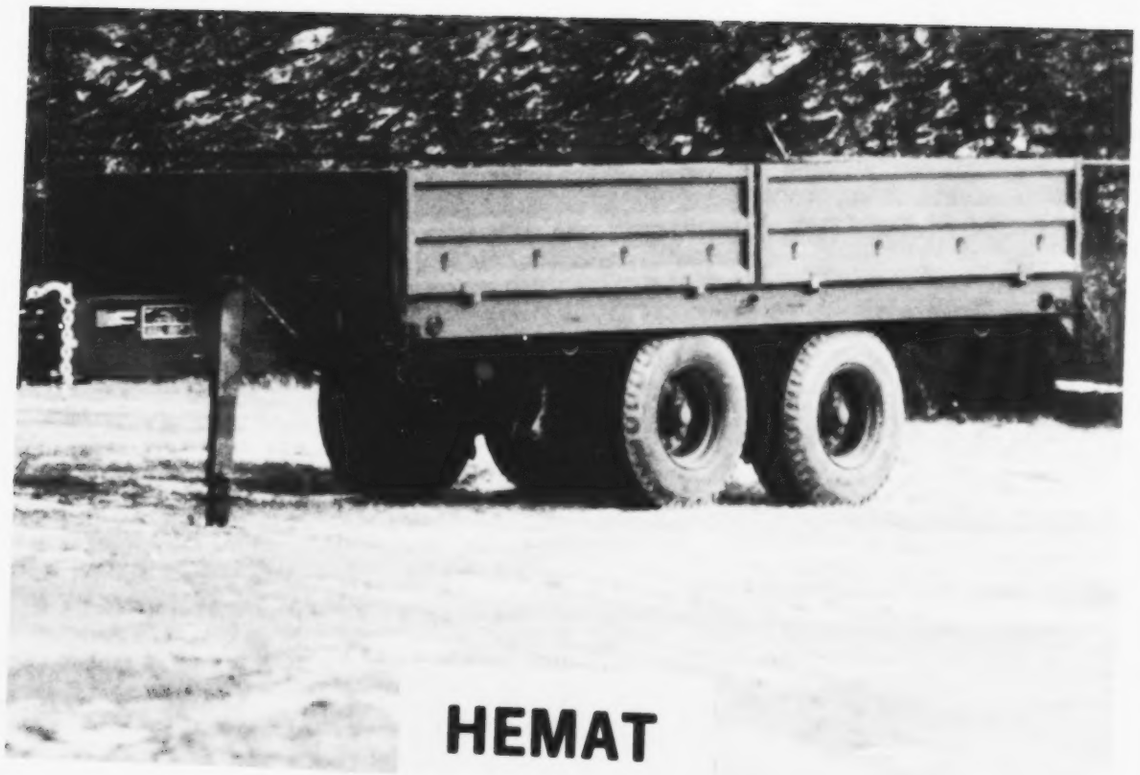
COMMERCIAL UTILITY CARGO VEHICLE (CUCV)

DESCRIPTION: The commercial utility cargo and ambulance derivatives of the Commercial Utility Cargo Vehicle Family will replace 1/4-ton trailers and, 1/4-ton vehicles in selected combat, combat support, and combat service support units. The vehicles will provide utility and general cargo, and personnel transport capability in the 3/4-ton to 1-1/4-ton payload range for all tactical, administrative, and logistical roles, and an ambulance capability to transport at least eight ambulatory and four litter patients.

CHARACTERISTICS: Vehicle payload ranges from 1,500 pounds to a maximum of 3,600 pounds.

PROGRAM STATUS: A production contract was awarded July 1982. A total of 40,000 systems have been conditionally fielded as of 31 May 1985. A total of 55,058 systems will be produced through FY 1986.

CONTRACTOR: General Motors Corporation



HEMAT

HEAVY EXPANDED MOBILITY AMMUNITION TRAILER (HEMAT)

DESCRIPTION: The Heavy Expanded Mobility Ammunition Trailer is an 11-ton commercial designed trailer. This trailer is to be used on primary and secondary roads, and will also have limited off-road use. The primary role of the trailer will be to resupply multiple launch rocket systems, rocket pods and ammunition resupply to other combat units as the needs arise. The prime mover is the Heavy Expanded Mobility Tactical Truck. Both the prime mover and trailer were conditionally released to Fort Sill and Fort Riley in support of the multiple launch rocket system on 21 February 1983.

CHARACTERISTICS: Capable of transporting 22,000 pounds of multiple Launch Rocket pods or various ammunition pallets.

PROGRAM STATUS: A production contract was awarded September 1981. To date, 230 systems have been conditionally fielded. A total of 350 systems will be produced through FY 1985.

CONTRACTOR: Miller Tilt Top (original contract 1981)
Stowell Industries (current contract 1982)

TRUCK, 5-TON, PRODUCT IMPROVEMENT (M939 SERIES)

DESCRIPTION: The M939 series 5-ton trucks are wheeled tactical transport vehicles powered by a six cylinder diesel engine, coupled to an automatic transmission with converter. The main features include a three-man cab, forward hood opening, and full air brakes. These trucks have a six-wheel drive and operate from 120 degrees to -65 degrees. These vehicles come in 11 models. Estimated cost/usage factors are based on 60,000 miles/20 years life expectancy.

CHARACTERISTICS: The maximum payload for the M939 series vehicle is 10,000 pounds.

PROGRAM STATUS: A production contract was awarded in April 1981. A total of 16,000 systems have been conditionally fielded as of 31 May 1985. A total of 22,678 systems will be produced through FY 1986.

CONTRACTOR: AM General Corporation

CARRIER, CARGO, TRACKED, 1-1/2 TON, M973

DESCRIPTION: The M973 is a lightweight articulated tracked vehicle with all four interchangeable track assemblies driving full time. Power is supplied by a five cylinder turbocharged diesel engine and four speed automatic transmission located in the front unit. The front unit cannot be operated independently of the rear unit. The vehicle is steered by an articulated system that bends it at the joint between the front and rear bodies. The two inclosed glass-fiber reinforced bodies carry selected items of subsistence equipment, ammunition and supplies for platoon size units during operations in northern (artic) and mountainous regions. It is capable of all-seasons operation in types of terrain encountered in these regions, to include extreme cold, deep snow, thick brush or forests, muskeg, and fording or swimming rivers, streams, and lakes. Vehicles may also tow one or two 10-man infantry squads on skis (ski jaring) and evacuate injured personnel. Both cabs are heated for winter operation and ventilation is provided for summer operation.

CHARACTERISTICS: Curb Weight - 9,365 lbs.
Payload - 4,400 lbs.

Performance:
Max speed on roads - 34 mph
Max speed in water - 2 mph
Gradeability, hard surface - 31^{o}
Gradeability, deep snow - 17^{o}
Max side slope - 42^{o}
Operating range on roads - 200 miles
Turning radius - 26 ft.

Dimensions:
Overall length - 271.26 inches
Max height - 94.5 inches
Max width - 72.83 inches

PROGRAM STATUS: A production contract was awarded in March 1983. A total of 294 vehicles were procured with 257 assigned to Alaska, 36 to ACE Mobile Force in Europe and one to TACOM. Initial fielding to Alaska began in June 1984. A rebuy of approximately 600 is in process for activating the 6th Infantry Division.

CONTRACTOR: Hagglunds, Sweden

FIELD ARTILLERY AMMUNITION SUPPORT VEHICLE (FAASV)

DESCRIPTION: The Field Artillery Ammunition Support Vehicle is designed to provide ballistic protection for ammunition, and powered ammunition handling, for the Army's M109 and M110 Self-Propelled Field Artillery Battalions in Europe. Projectiles and propellant cannisters are stored in honeycomb racks and moved into the howitzer by a conveyor. An armored rear door on the FAASV swings up to provide overhead protection during ammunition transfer to the howitzer. As a derivative of the M109A2 howitzer, it retains the ballistic protection, cross-country mobility and road speed of that vehicle.

CHARACTERISTICS:

Range:	220 miles
Loaded Weight:	57,500 lbs
Payload:	
155mm:	90 rounds
203mm:	48 rounds

PROGRAM STATUS: Acquisition of the FAASV began in FY83 and deployment will be in the Mid-80's.

CONTRACTOR: Bowen-McLaughlin-York (York, PA)

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AVIATION

SELF-PROPELLED CRANE, AIRCRAFT MAINTENANCE AND POSITIONING (SCAMP)

DESCRIPTION: The Self-Propelled Crane, Aircraft Maintenance and Positioning (SCAMP) is a rough terrain, four ton capacity crane intended for use in removing, replacing, and positioning components and assemblies and lifting Army aircraft. It is also used for towing or spotting aircraft on the flight line, unimproved airfields, and heliports. The crane is transportable, without disassembly, by C-130, C-141, and C-5A aircraft and may be airlifted by Army medium lift helicopters.

CHARACTERISTICS:

Rated Capacity:	4 tons @ 10 ft
Drive:	4 X 4
Gross Weight:	15,000 lbs
Engine:	White, 6 cyl OHV, Diesel
Max Speed:	23 mph

PROGRAM STATUS: A production contract was awarded in September 1982 with first unit equipped beginning in 1st Qtr, FY 85.

CONTRACTOR: Grove Company (Grove, PA)

SELF-PROPELLED ELEVATING MAINTENANCE STAND (SPEMS)

DESCRIPTION: The Self-Propelled Elevating Maintenance Stand (SPEMS) is a commercial item intended for use in performing maintenance tasks on the upper portions of CH-47 and CH-54 helicopters. This stand will provide adequate platform space for personnel and equipment in the engine/transmission and pylon areas of these helicopters. The stand includes a self-contained power supply to propel the entire stand and to raise and lower the platform.

CHARACTERISTICS:

Rated Capacity:	2,000 lbs.
Platform Area:	8 X 13 ft.
Maximum Height:	14.5 ft.
Engine:	Air cooled, gasoline

PROGRAM STATUS: The production contract was awarded in September 1981. Total Authorized Acquisition Objective is 87.

CONTRACTOR: Engenuity, Inc. (Waukegan, IL)

CH-47 MODERNIZATION

DESCRIPTION: The CH-47 Chinook is the only active Army medium-lift helicopter. Designed in the 1950's and fielded in 1962, the CH-47's primary missions are movement of ammunition, repair parts, and petroleum and tactical movement of artillery, troops, and special weapons on the battlefield. In 1975 a modernization program was approved to upgrade the CH-47A, B, and C models into a new D model configuration. These improvements extend the useful life of the fleet beyond the year 2000. They include new fiberglass rotor blades, transmission and drive system, modularized hydraulics, electrical system, advanced flight controls, triple hook cargo system, and an auxiliary power unit. These features greatly enhance reliability, maintainability, productivity, survivability, and safety of the medium-lift fleet.

CHARACTERISTICS:

Gross Weight:	50,000 lbs
Speed:	158 knots
Troops:	33
Maximum Cargo Load:	24,500 lbs

PROGRAM STATUS: 436 CH47 A, B, and C model aircraft will be modernized to the "D" configuration. A 5 year (multi-year) procurement program was initiated in CY 85 to carry production through 1990.

CONTRACTORS: Boeing Vertol (Philadelphia, PA)
Avco Lycoming (Stratford, CT)

UH-60A (BLACK HAWK)

DESCRIPTION: The Black Hawk is replacing the UH-1 "Huey" in the air assault, air cavalry, and aeromedical evacuation missions. The Black Hawk can carry more than twice the UH-1 payload and is capable of transporting an entire 11-man, fully equipped squad 42 knots faster in all weather conditions. The Black Hawk is the first utility helicopter that adds to the mobility of division artillery with its capability to reposition a 105mm howitzer, its crew of 6 personnel, and up to 30 rounds of ammunition in a single lift. Its critical components and systems are armored or redundant to enable it to withstand multiple small arms hits, and its airframe is designed to progressively deform on impact to protect the crew in a crash. Application of advanced technology in the Black Hawk systems makes it easier to maintain in the field than any other helicopter in the world. Black Hawk's full-squad carrying ability significantly improves the small-unit commander's ability to retain control of his forces under combat landing zone conditions, and will permit more rapid replacement of ammunition and other combat consumables in a high-intensity war.

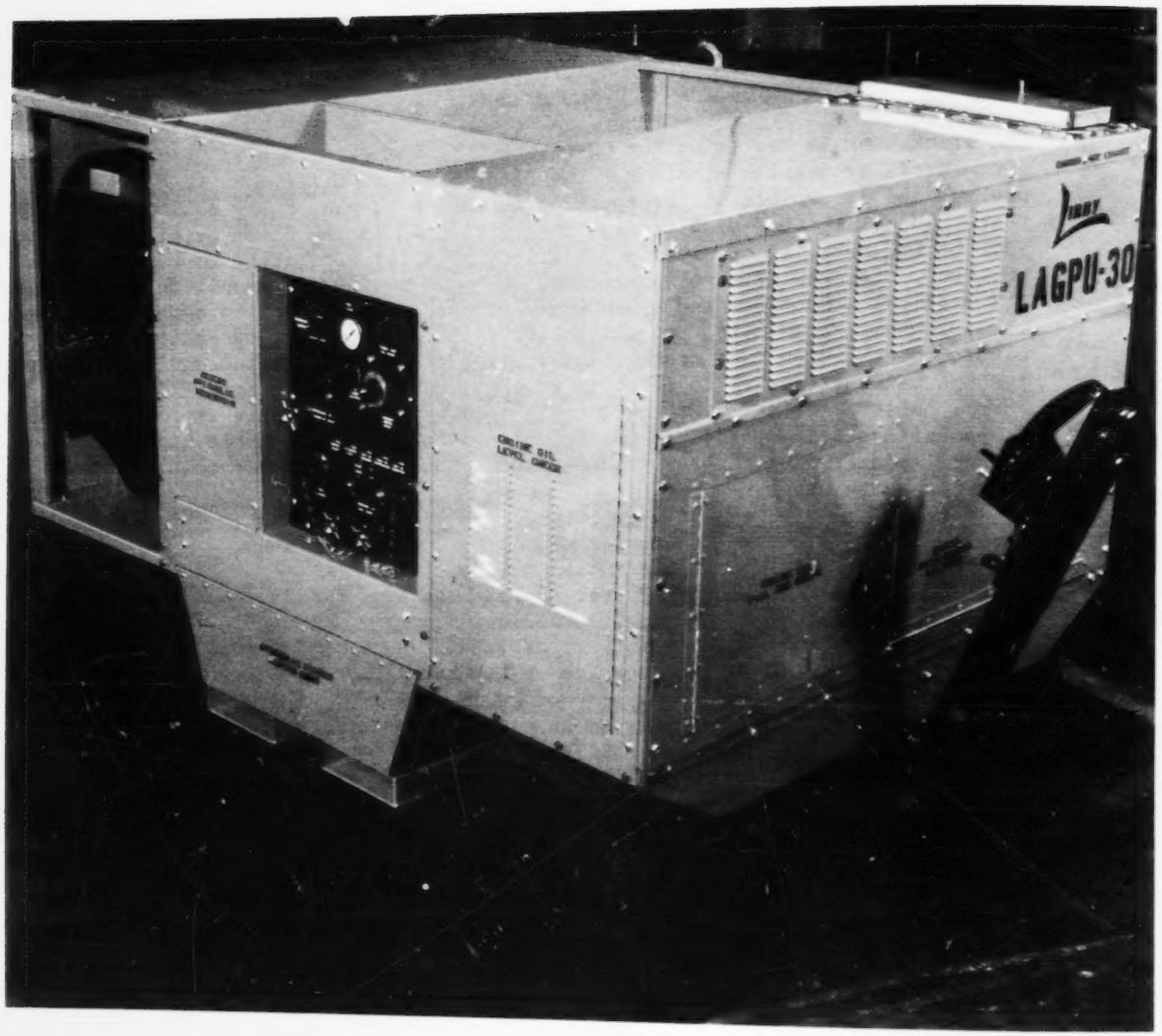
CHARACTERISTICS:

Speed:	145 knots
Endurance:	2.3 hours
Vertical Rate of Climb:	579 feet per minute at 4,000ft/95°F
Armament:	Two 7.62mm machine guns
Payload:	2,640 lbs at 4,000ft/95°FMax Vertical Climb 8,300 lbs at sea level/95°F/HOGE (at Max Gross Weight of 20,250 lbs)

NOTE: Performance characteristics at primary mission gross weight of 16,260 lbs, unless otherwise indicated.

PROGRAM STATUS: The U. S. Army has fielded the UH-60A Black Hawk to high-priority units in the continental United States, Europe, and Korea and will continue filling aviation units as production continues.

CONTRACTORS: Sikorsky (Stratford, CT)
General Electric (W. Lynn, MA)


LAGPU-30

AVIATION GROUND POWER UNIT (AGPU)

DESCRIPTION: AGPU is a lightweight, compact, nondevelopmental item to replace and upgrade current equipment. Powered by a garrett turbine engine, it provides hydraulic, pneumatic, and AC/DC electrical power singly or simultaneously for Army aircraft. It is self-propelled, can be towed, and is transportable by Army helicopter and cargo vehicle.

CHARACTERISTICS:

Dimensions:	58"w X 90"l X 60"h	Shipping weight: 3620 lbs.
Self-propelled speed:	3 mph	AC: 400Hz, 3ph, 0.8pf, 115/200V, 30kw
Towing speed:	20 mph	DC: 28VDC, 700 amps
		Pneumatic: 70 lbs./min @ 40 PSIG
		Hydraulic: 15 GPM @ 3300 PSIG

PROGRAM STATUS: The AGPU was type classified Standard as a non-developmental item in September 1982. Production contract was awarded in August 1983. First delivery was made in July 1984. Total requirement is 279.

CONTRACTORS: Developmental Sciences Incorporated (San Diego, CA)
Garrett Turbine Engine Company (Phoenix, AZ)

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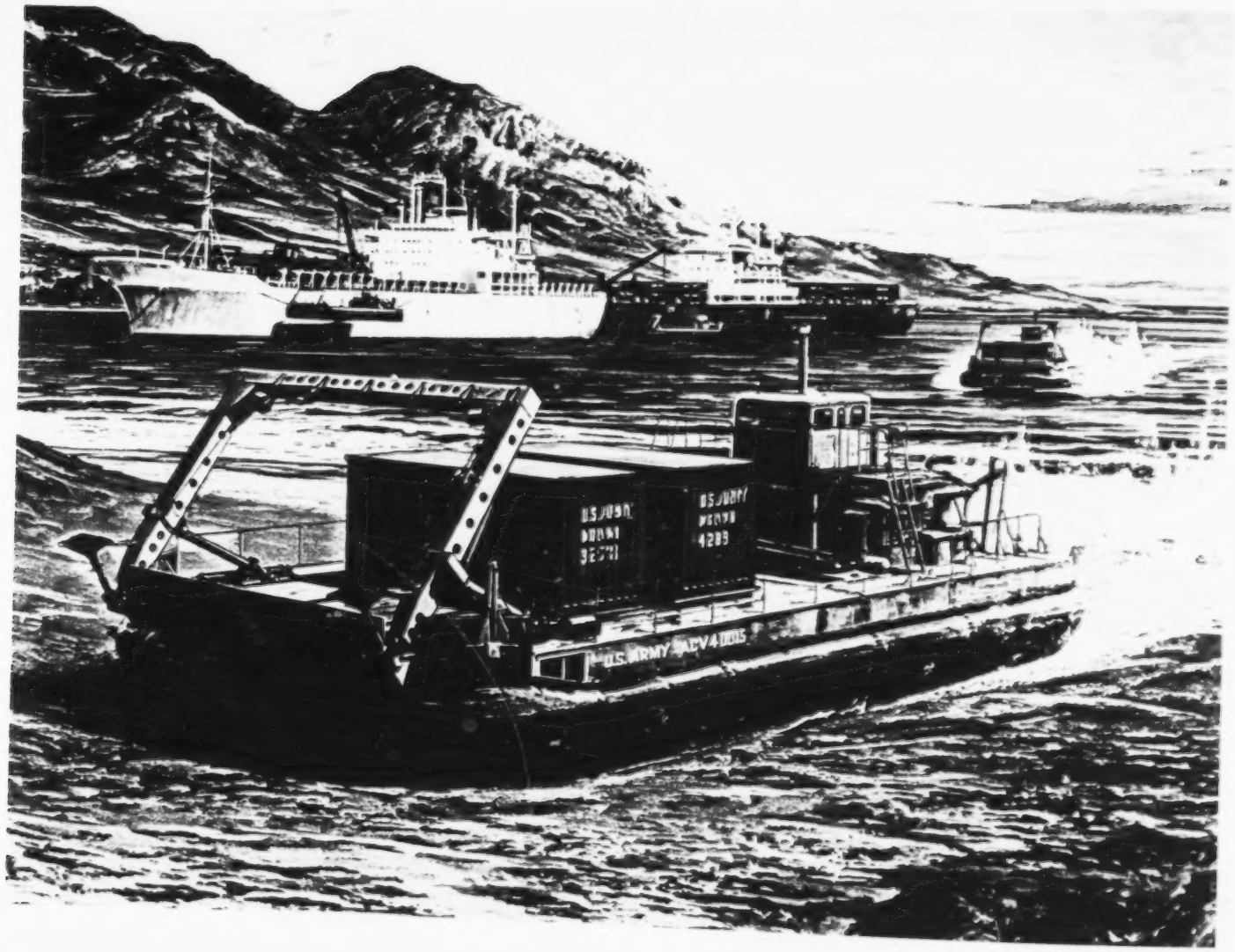
WATERCRAFT


U.S. ARMY

LIGHTER AIR CUSHION VEHICLE, 25 TO 30 TON CAPACITY (LACV-30)

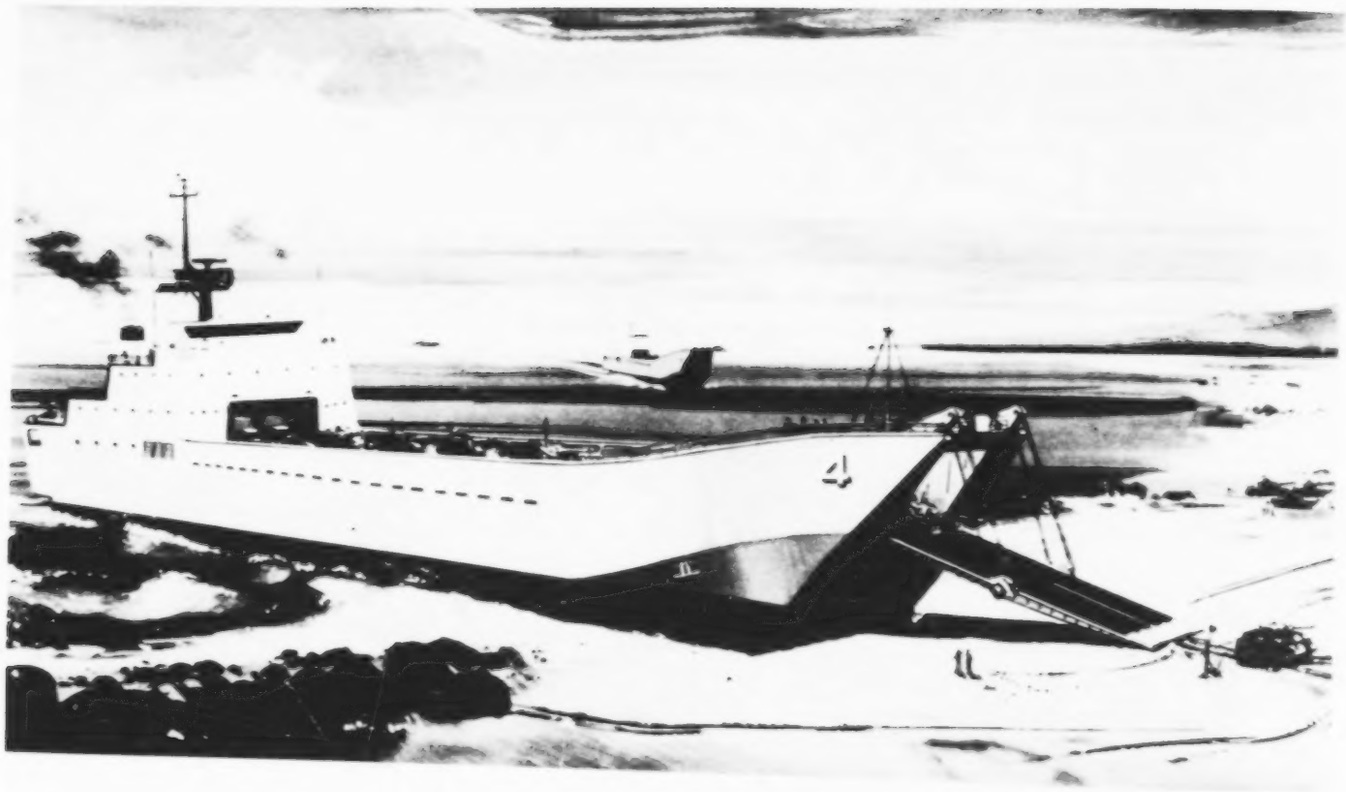
DESCRIPTION: The LACV-30 is a fully amphibious high-speed craft designed to meet the U. S. Army requirement of transporting military cargo payloads in support of the Logistics Over-The-Shore (LOTS) mission.

The LACV-30 is a militarized version of the standard commercial Bell "Voyageur" Model 7380 air cushion vehicle. Two prototypes were procured by the U. S. Army in 1975, followed by rigorous Development and Operational Testing. Production of the LACV-30 is intended to replace the LARC-5 and the LARC-15 vehicles in the 1980's. The LACV-30 will provide the U. S. Army logistical system with a rapid lift capability to move cargo and equipment over water, marginal areas, beaches, ice, and snow. It will be capable of carrying military cargo consisting of cargo containers, wheeled and tracked vehicles, engineer equipment, pallets, barrels, and other general cargo. It will be used primarily in the LOTS mission as a lighter in combat service support operations and will support secondary missions such as coastal, harbor, and inland waterway roles, search and rescue, and medical evacuation. The craft can be carried fully assembled as deck cargo on containerships and conventional cargo ships. It can be given self-unload capability with the addition of an optional bow-mounted swing crane.

CHARACTERISTICS: The craft is 79.4 feet long, 36.9 feet wide, and 26 feet high (off cushion). The empty weight is 54,300 pounds with a design gross weight of 115,000 pounds and a maximum overload gross weight of 125,000 pounds.

PROGRAM STATUS: Two production contracts were awarded for a quantity of 12 each systems in addition to two prototype design systems. First contract award FY 79, second contract award FY 82.

CONTRACTOR: Bell Aerospace Textron



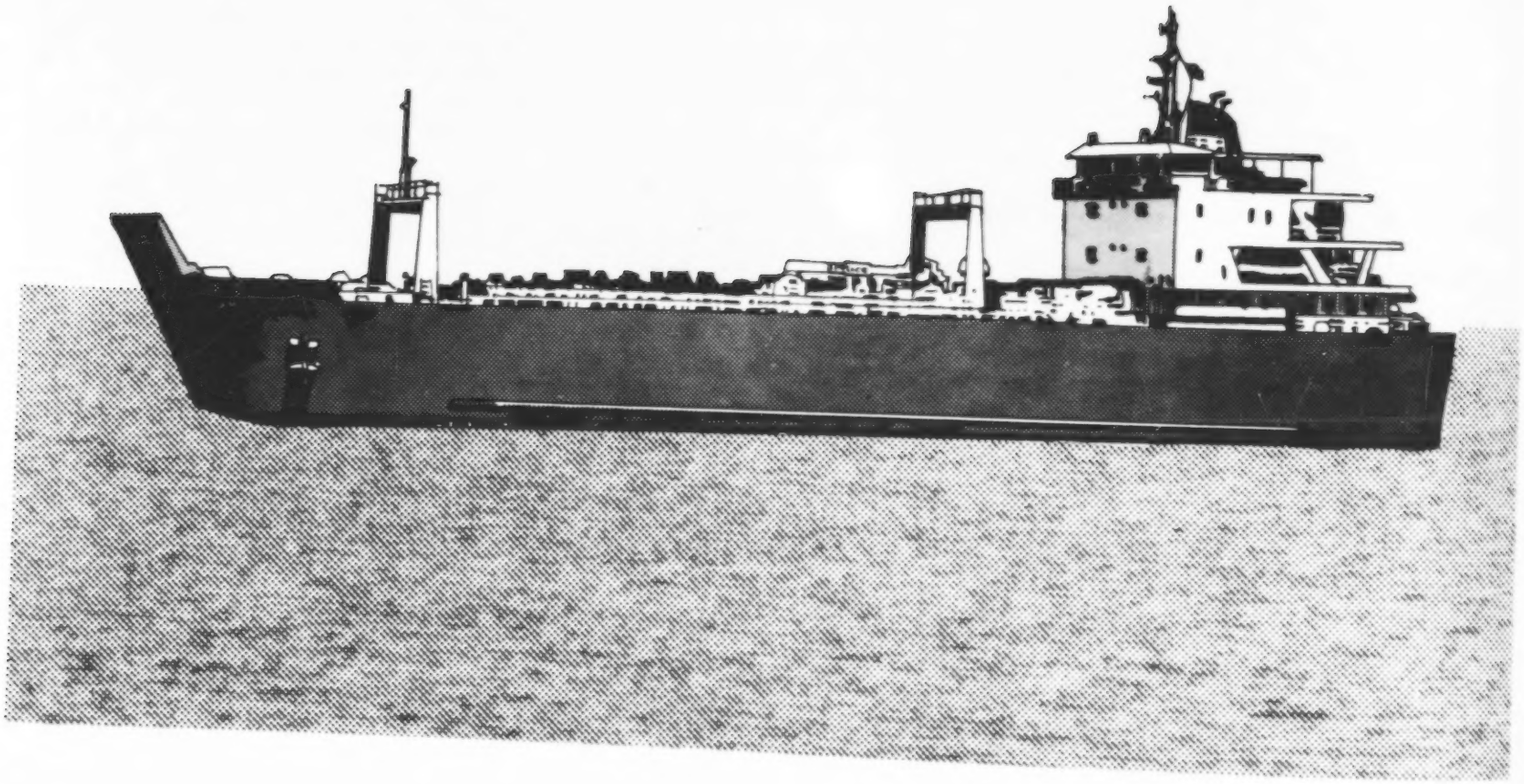
LANDING CRAFT, UTILITY (LCU)

DESCRIPTION: The LCU will provide for the lighterage of cargo from ship to shore and for cargo delivery to terminal areas not accessible by oceangoing vessels. The LCU will be at least a twin screw, steel hull, diesel propelled vessel with a minimum of 2,000 square feet of deck space capable of supporting a 30,000 pound vehicle wheel load over a 30-inch by 24-inch tire print. The vessel will comply with all applicable federal and state laws and will also meet all applicable requirements for U.S. Coast Guard (USCG) and American Bureau of Shipping (ABS) certification. The LCU shall have oceangoing capability for self-delivery to overseas locations; be able to attain a beaching draft not greater than 4 feet at the bow while transporting 175 short tons of deck cargo and landing on beaches having a 1:30 offshore gradient; accommodate a crew of 11 men and 2 officers; transport 250 to 350 short tons of cargo; have a range of 3,600 to 4,500 nautical miles and a speed of 9 to 12 knots in the deployed condition.

CHARACTERISTICS: Range 3,600 to 4,000 nautical miles.

PROGRAM STATUS: Production date is scheduled for 15 July 1986.
First Unit Equipped, 15 April 1987.
Initial Operational Capability, 15 April 1987.

CONTRACTOR: Contractor not yet selected.

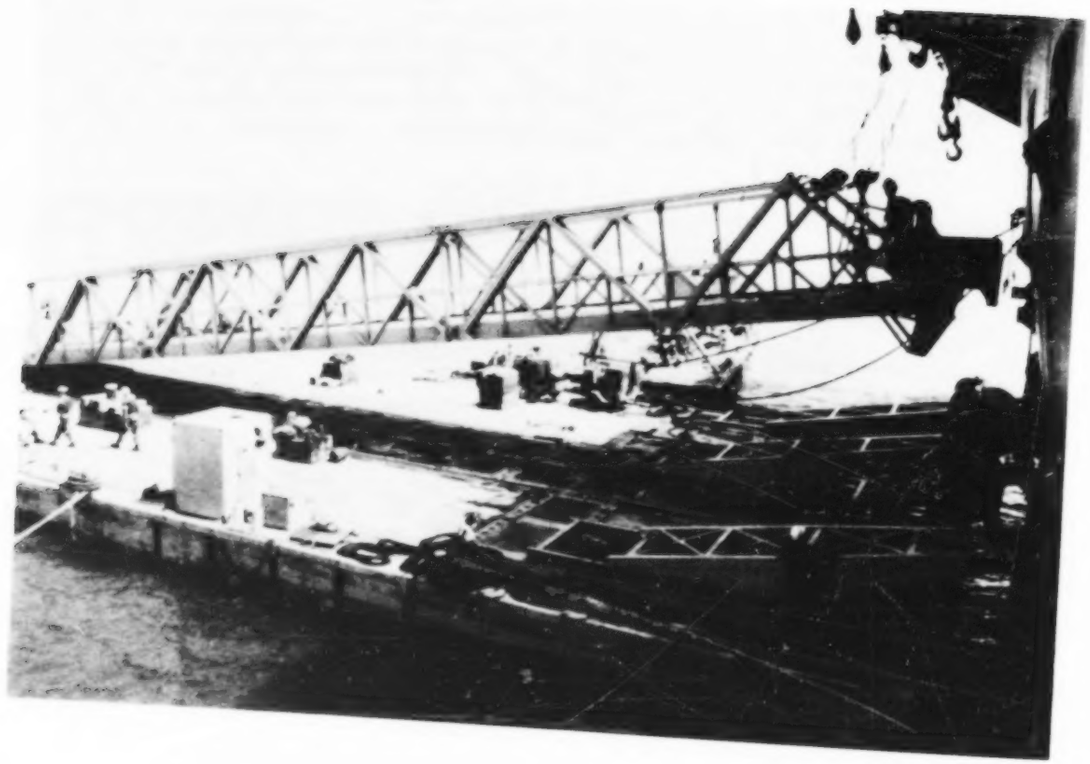


DESCRIPTION: Logistics Support Vessel is a nondevelopmental item (NDI) and will be capable of intratheater line haul of bulk and liquid cargo to support unit deployment/relocation, tactical and sustained resupply to remote, undeveloped areas along coastlines and on inland waterways. The LSV will also be used to assist in discharging and backloading ships in a roll-on/roll-off (RO/RO) or logistics over-the-shore (LOTS) operation, particularly with container handling equipment, vehicular, and other oversize/overweight cargo.

CHARACTERISTICS: The vessel has 10,000 square feet usable cargo deck clear of side structure with a 25-foot clear lane down the center capable of 12 knots sustained speed at low displacement in sea state code 3, minimum self-delivery range of 5,500 nautical miles at load displacement, and self-sustaining for 30 to 45 days.

PROGRAM STATUS: Production contract is expected to be awarded by September 1985. System will be fielded in October 1987. Four vessels are being procured, two vessels to be sustained on East Coast (Fort Eustis), one on West Coast (Washington State National Guard), and one in Hawaii (Fort Shafter).

CONTRACTOR: Contractor not yet selected.



ROLL-ON/ROLL-OFF DISCHARGE PLATFORM ASSEMBLY

DESCRIPTION: The RO/RO Discharge Platform Assembly consists of calm water ramps, Side Loadable Warping Tug (SLWT), associated fenders, attachments, fittings, and moorings. It provides an interface between ships and causeways. The transfer platform is composed of seven causeway sections joined together to form a platform 65 feet wide and 180 feet long. It can be fender-moored to a ship by mooring lines, or be put in a stand off moore by use of warping tugs. The platform provides a base for the fender system and the free end of the ramp. The fender system is made up of two foam filled cylinders, a pivoting bearing structure, an adjustable webbed support structure, and a foundation frame with mounting pedestals. The off-loading ramp is 120 feet long and is composed of three 40-foot welded sections which are fastened together on the platform using pins at the bottom and bolts at the top.

CHARACTERISTICS: Clear width between side trusses is 14 feet. Overall height is 10 feet. The total weight is 152,000 pounds, with a load capacity of 134,000 pounds. The maximum operating angle is 15 degrees. The ramp surface has a pattern of 3/4-inch diameter studs, 3/4 inch high, and is painted with a textured coating to provide a high-traction surface.

PROGRAM STATUS: Developed, tested, and approved for Service use by the Navy. Army will piggy-back on existing FY 85 Navy contracts. Three systems being procured. Two systems will be placed in Operational Projects and one used for training.

CONTRACTOR: MIPR to Navy. Contractor is Wedteck Corporation, Bronx, NY.

FLOATING CAUSEWAY (FC)

DESCRIPTION: The system will be used in those areas of the world where Army LOTS operations are likely to be conducted over undeveloped beaches with exceptionally flat underwater gradients. Such areas do not allow displacement craft to approach close enough to the beach for discharge of its cargo of rolling stock. The FC provides a bridge from the shoreline seaward until water of sufficient depth has been reached (5' to 6' of water), allowing displacement lighterage to operate and marry to the floating end for discharge of its cargo. The system is intended for use under the relative security of rear area LOTS sites, where no direct threat to the system is envisioned. It is anticipated that the FC will be identified for prepositioning with the exception of those sections required for training or exercise support. Engineers will be required for beach preparation, assembly, positioning, and any beach bridging required by unusual circumstances. Transportation floating craft will assist the main engineer effort.

CHARACTERISTICS: The Floating Causeway will consist of 16 standard Navy causeway sections (each measuring 90' x 21') and one "B" section (which facilitates marriage of landing craft) that are end connected to form a bridge from the shoreline seaward until water of sufficient depth has been reached (5' to 6' of water) for displacement craft to operate. Total system length will be 1,530 feet.

PROGRAM STATUS: Developed, tested, and approved for Service use by the Navy. Four systems are being procured for operational projects and training.

CONTRACTOR: Army will MIPR on Navy's existing contracts. Contractor is Wedteck Corporation, Bronx, NY.

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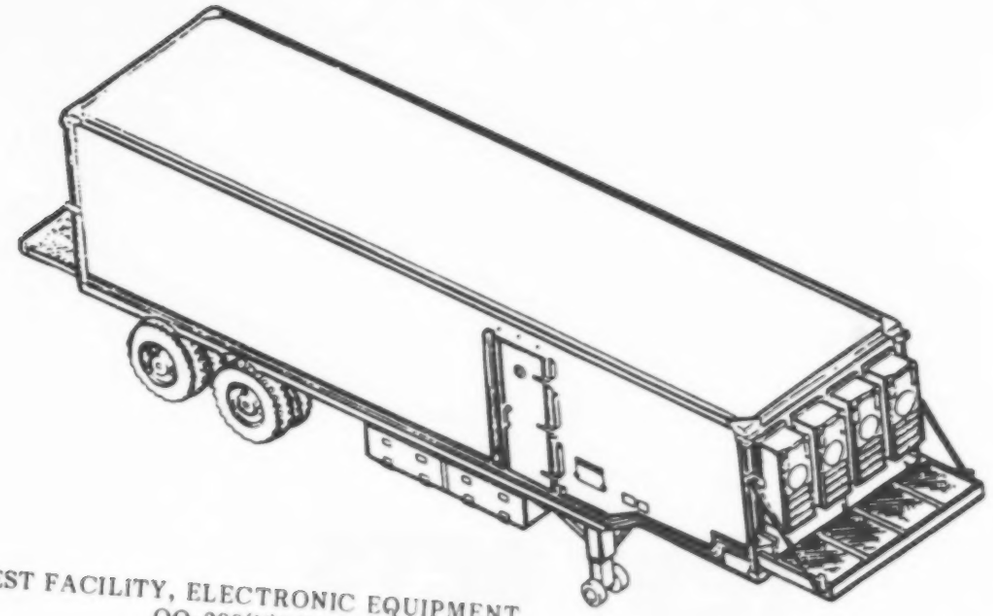
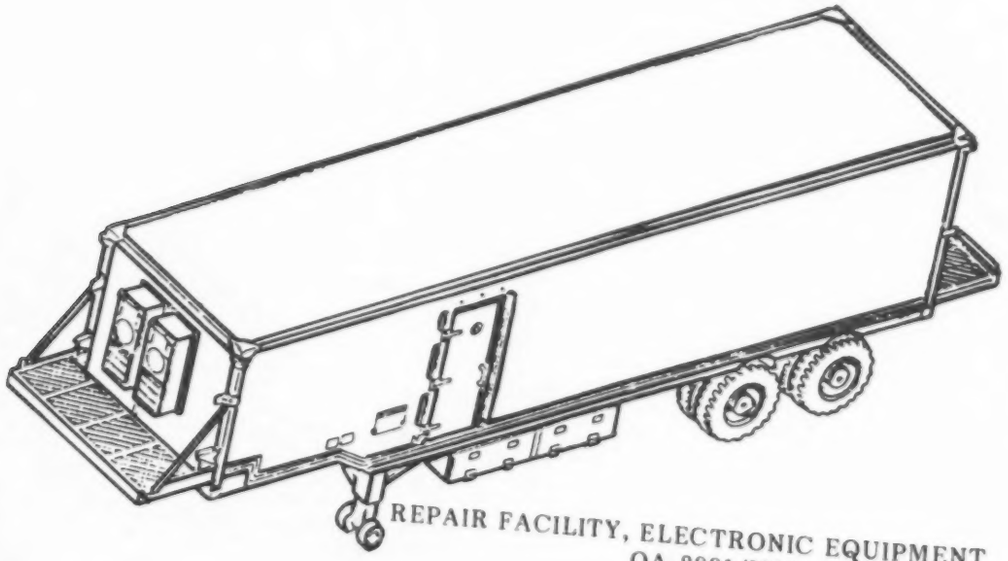
TEST SETS



TEST FACILITY, ELECTRONIC EQUIPMENT
OQ-290(V)1/MSM



REPAIR FACILITY, ELECTRONIC EQUIPMENT
OA-8991/MSM

ELECTRONIC TEST AND REPAIR SYSTEM

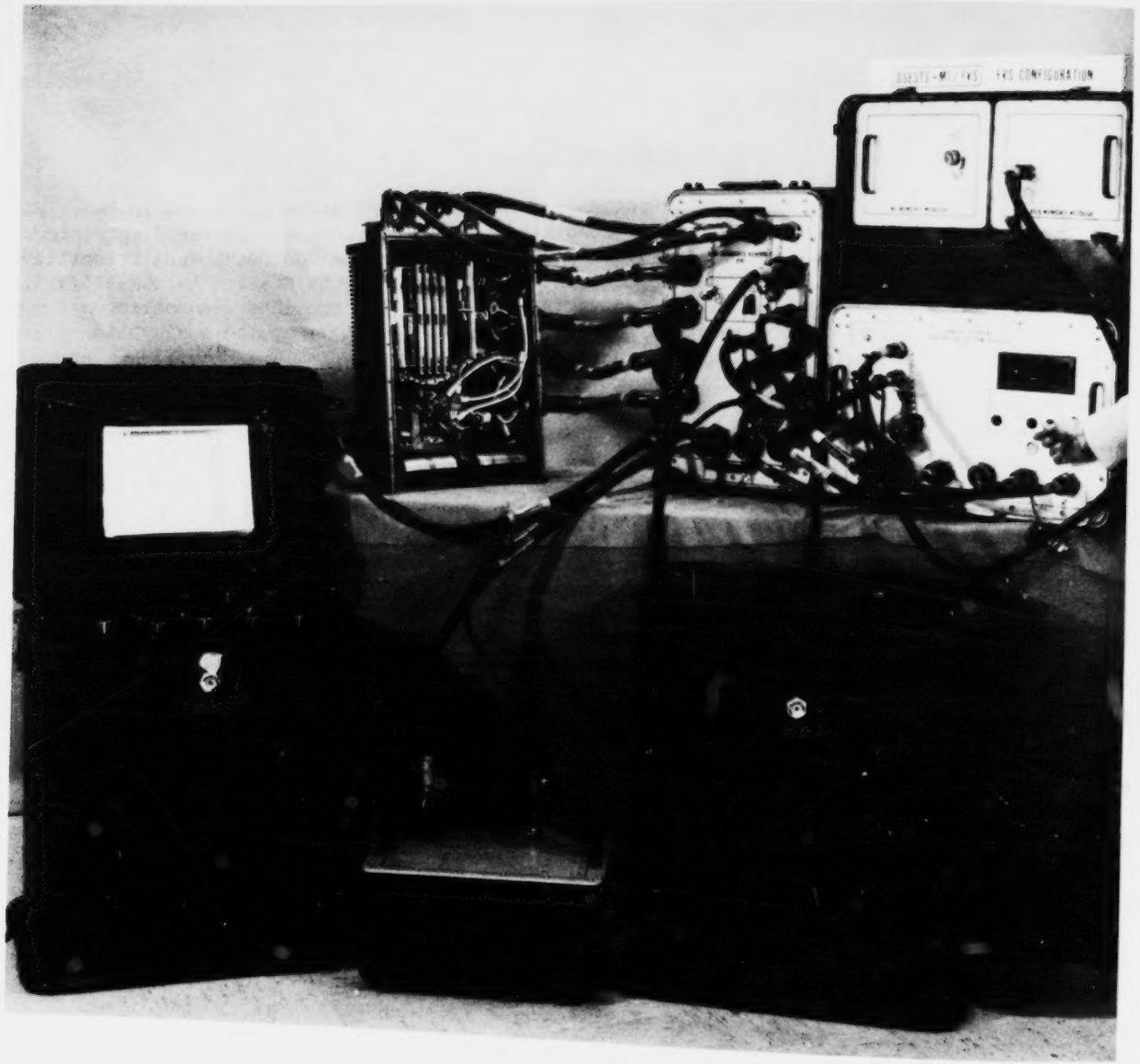
(FORMERLY AN/MSM-105 (V)1)

DESCRIPTION: The Electronic Test and Repair System is a transportable system contained in two collocated 35-foot semitrailer air conditioned vans. It consists of the Electronic Equipment Test Facility, OQ-290(V)1/MSM, and the Electronic Equipment Repair Facility, OA-8991/MSM. The OQ-290(V)1/MSM contains the Electronic Test Station AN/USM-410(V)2, and the Digital Card Tester, AN/USM-465A. The OQ-290(V)1/MSM provides diagnostic, performance, and fault-isolation test capability for digital, analog and hybrid electronic line replaceable units and printed circuit boards. The OA-8991/MSM is equipped with an oven, countertop work benches, drawers, storage cabinets and an administrative area. The OA-8991/MSM provides a precision electronics repair capability for selected line replaceable units and printed circuit boards (repair by replacement of piece parts). The total system will be employed at the intermediate rear maintenance level.

CHARACTERISTICS: Total weight of OQ-290(V)1/MSM is 23,000 pounds.
Total weight of OA-8991/MSM is 20,000 pounds.
The physical dimensions for both are 464.3" length x 96" width X 141.0" height

PROGRAM STATUS: These items are currently type classified as Limited Procurement. First Unit Equipped date was June 1983. The initial systems were fielded without microwave rack capability. The microwave rack is scheduled to be available in 1st Qtr, FY 86 for field use. A total of 35 systems are scheduled to be in the field by 1987. Standard type classification will be requested in 4th Qtr, FY 85.

CONTRACTOR: RCA Automated Systems (Burlington, MA)



DIRECT SUPPORT ELECTRICAL SYSTEMS TEST SET (DSESTS)

DESCRIPTION: DSESTS is general purpose, microprocessor driven, automatic test equipment used by intermediate (Direct Support) level mechanics to diagnose electronic Line Replaceable Units (LRU) from ground combat vehicles. It currently provides test capability for a total of 25 LRUs on the M1 Abrams Tank and M2/M3 Bradley Fighting Vehicle Systems (BFVS). The complete test set consists of seven major assemblies, each housed in a separate case. Three of the units are electronics assemblies; the other four cases contain the test cables, adapters, and equipment required for testing LRUs. A variable 18 to 30 volt direct current, 50 ampere, regulated power supply is required to operate DSESTS. An additional 28 volt, 50 ampere supply is needed to test the M2/M3 Electronic Control Assembly LRU. In Forward Support Companies, the DSESTS is transported in an M109A3 van with a separately authorized installation kit.

CHARACTERISTICS:

a.	Operator Interface Unit	25 x 16.5 x 19.75 inches, 130 pounds
b.	Electronic Control Assembly (ECA) Interface Assembly	25 x 16.5 x 15.75 inches, 80 pounds
c.	ECA Motor Assembly	28.25 x 22.5 x 15.75 inches, 100 pounds
d.	Cable case M1 #1	24 x 18 x 28 inches, 98 pounds
e.	Cable case M1 #2	24 x 18 x 28 inches, 98 pounds
f.	Cable case FVS #1	24 x 18 x 28 inches, 110 pounds
g.	Cable case FVS #2	24 x 18 x 28 inches, 80 pounds

PROGRAM STATUS: The first production contract was awarded in November 1979 to support initial fielding of the M1 Tank. A production contract for a common M1 Tank/Fighting Vehicle Systems DSESTS was awarded in January 1981. Field deliveries are in consonance with fielding of the M1 and M1A1 Tank and M2/M3 BFVS.

CONTRACTOR: Chrysler Corporation, Huntsville Electronics Division

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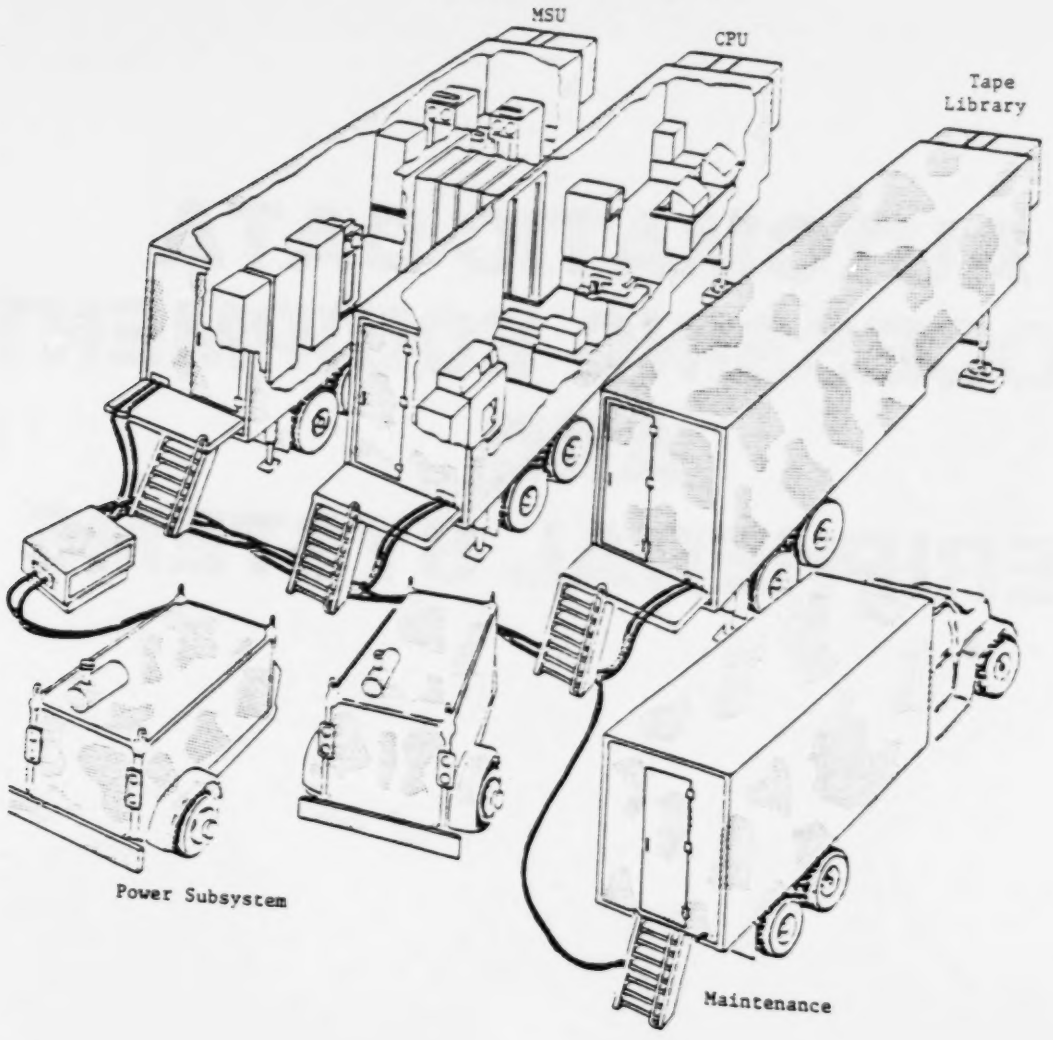
AUTOMATIC DATA PROCESSING EQUIPMENT AND PERIPHERAL SYSTEMS

CTASC SYSTEM



CORPS/THEATER AUTOMATED DATA PROCESSING SERVICE CENTER (CTASC)

DESCRIPTION: The CTASC is a mobile computer center that will increase operations capability and ability to transform to a wartime mobile processing posutre. CTASC is the interim theater automated data processing center (ITASC) with a communications package. It will utilize the 13M 4341-L10 computer with the 3705-M83 communications controller. It consists of three 35 foot semitrailer vans (Central Processing Van, Mass Storage Van and Tape Library Van), an M109 maintenance van, and a mobile power subsystem. The major software applications are Standard Army Intermediate Level Supply System, DA Movement Management System, Standard Installation/Division Personnel System, Standard Army Ammunition System-1, Vertical The Army Authorization Document System, and Asset Control System.

CHARACTERISTICS:

	Weight	Dimensions
Central Processing Van	30,067 pounds	464.3" length x 96" width x 141" height
Mass Storage Van	30,067 pounds	464.3" length x 96" width x 141" height
Tape Library Van	30,067 pounds	464.3" length x 96" width x 141" height
Maintenance Van	22,930 pounds	263" length x 99" width x 130" height

PROGRAM STATUS: Five CTASC systems will be fielded starting in Nov 86. The current seven ITASC systems will be retrofitted with the communications package in FY 87.

CONTRACTORS: Prime Contractor - IBM (Gaithersburg, MD)
Assembly Subcontractor - GTE Sylvania (Needham Heights, MA)

TACTICAL ARMY COMBAT SERVICE SUPPORT COMPUTER SYSTEM (TACCS)

DESCRIPTION: TACCS is a data entry device consisting of a central processing unit, keyboard/visual display, prints and a communications capability. It will be modular in design to allow for various configurations to support a variety of functional applications and to greatly reduce the punch card and manual operations now supporting combat service support applications. It will have sufficient memory to provide stand-alone operation and a capability for operator prompting, automatic edit of input data, formatting of previously entered data, and manipulation, storage, and retrieval of data as it is reduced directly from source documents to work files. It will be operated by functional clerks with little or no automated data processing training. The major software applications for this system are Standard Army Retail Supply System, Standard Army Maintenance System, Department of Army Movements Management System, Standard Property Book System, and Theater Army Medical Management Information System. It will be deployed in all theaters of operation in support of personnel service, logistics and medical applications. It is the replacement for the terminated Division Level Data Entry Device.

CHARACTERISTICS:

Components	#Transit (ASGS)	Size (H X W X D)	Weight (lbs)
Remote Terminal	1	20-1/2" X 36" X 29"	130
Printer	1	20-1/2" X 36" X 29"	86
VDU/Keyboard	1	20-1/2" X 36" X 29"	70
Logic Block	1	20-1/2" X 36" X 29"	120

PROGRAM STATUS: Phase I - Proposal evaluation was concluded on 6 September 1983 with the selection of three vendors for Phase II - System Evaluation. Phase II is in process and includes evaluation of hardware and software, maintainability and operational testing. First unit equipped date is scheduled for September 1985. Total requirement is projected to be over 8,900 systems.

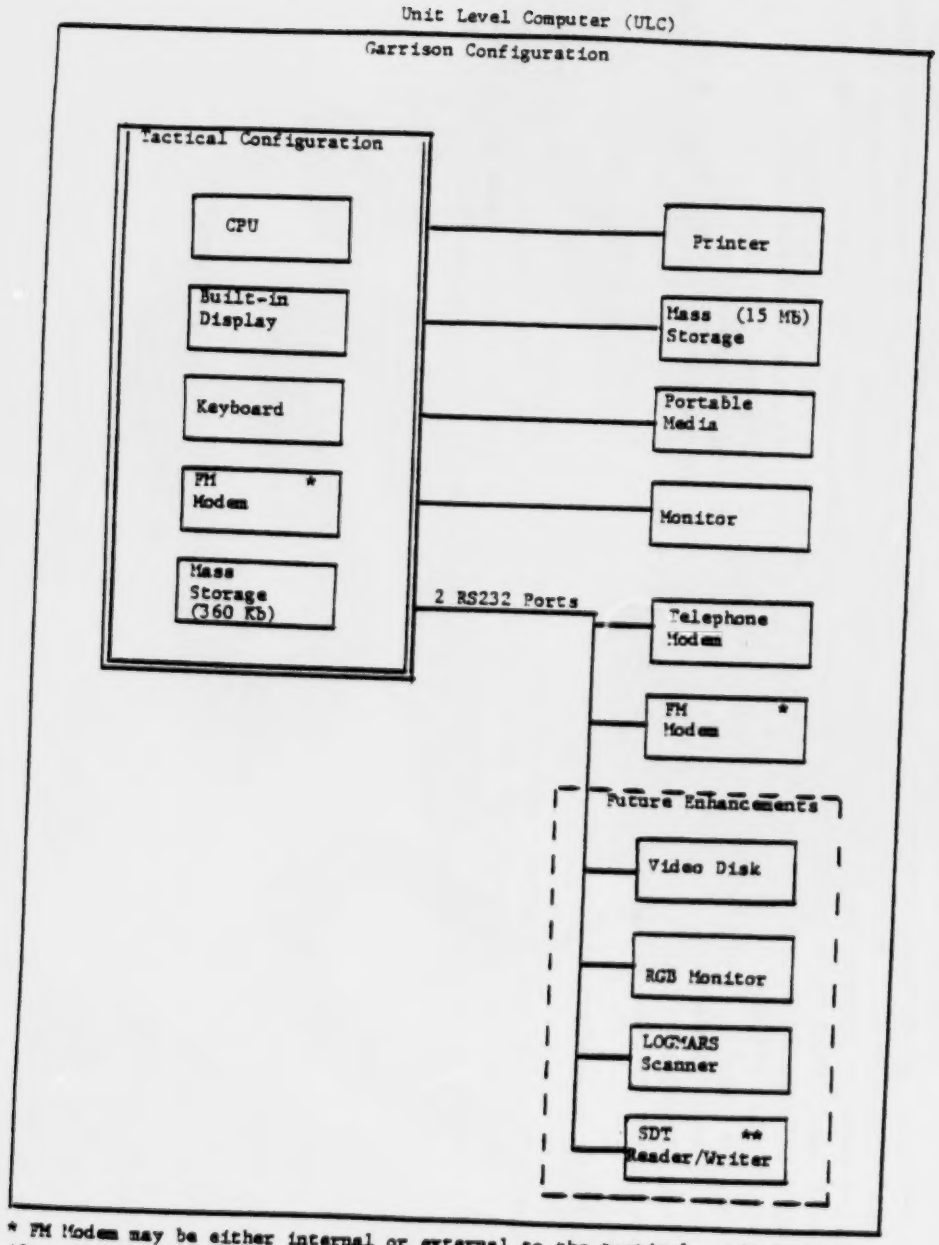
CONTRACTORS: Electronic Data Systems (Alexandria, VA)
Management and Technical Services Company - General Electric (Philadelphia, PA)
Systems Development Corporation - Burroughs (Paoli, PA)

LOGISTICS APPLICATIONS OF AUTOMATED MARKING AND READING SYMBOLS (LOGMARS) HARDWARE

DESCRIPTION: LOGMARS will implement bar code technology for retail level logistics systems (supply, maintenance, ammunition, and medical) for the Army in the field in FY 85-89. Portable reader/scanners will be used by functional personnel to automatically capture coded data during receipt processing, inventory and location surveys, and property accountability operations. Data will be automatically provided to host computers such as Tactical Army Combat Service Support Computer System and Automated Data Processing System for processing. Printer hardware will be utilized to print machine readable symbology on forms and labels. This hardware system will support combat service support Standard Army Multi-Command Management Information Systems such as Direct Support Unit Standard Supply System, Standard Property Book System, Standard Army Maintenance System, Standard Army Ammunition System, and Theater Army Medical Management Information System.

CHARACTERISTICS: Specific parameters are not available.

PROGRAM STATUS: TRADOC is staffing a Required Operational Capability to support this acquisition effort and submission for HQDA approval is anticipated August 1985. The request for Proposal was released in October 1984. Contractors' responses were received in December 1984. Contract award is anticipated in October 1985. The first unit equipped date is March 1986.



* FM Modem may be either internal or external to the tactical configuration; if external, it may be connected via the RS232 ports.

** If technology is known to vendor, an internal SDT reader/writer would be highly desirable.

UNIT LEVEL COMPUTER (ULC)

DESCRIPTION: Unit Level Computer consists of a microprocessor with individual components such as visual display, keyboard, mass storage device, printer, magnetic media device, software, and carrying case. It is not intended to replace any existing or proposed standard systems, but to automate existing manual operations, thereby optimizing supply, maintenance, and other unit level functions. It will be used by all Active Army, National Guard, and Army Reserve units as a standard unit level management information system for all classes of supply, maintenance, and transportation applications. The proposed basis of issue includes one per unit/organization authorized personnel, tools, and equipment to perform unit level maintenance which authorizes a prescribed load list (PLL) and one per unit/organization with the responsibility to maintain property accountability for U. S. Government property.

CHARACTERISTICS: Physical parameters will not be available until after source selection.

PROGRAM STATUS: Acquisition will take place in two parts. Part 1 was a sole source procurement of Radio Shack TRS-80 Model 16B microcomputers for a concept demonstration in two divisions prior to April 1985. Part 2 will be a competitive procurement of systems for fielding Army-wide commencing 1 October 1985. The total requirement is estimated to be 10,000 systems.

CONTRACTOR: Radio Shack Inc. for concept demonstration.

SOLDIER DATA TAG SYSTEM

DESCRIPTION: The Soldier Data Tag System is a data storage and retrieval system. It consists of an electronic data tag, a tag receptacle, and operational software. This system will replace the current paper 201 Field Personnel File and facilitate automated casualty reporting, transfer of data record, manifesting, and automated data base accessing. The tag will be issued to each soldier and contain the personnel, medical, logistics, and financial data necessary to support the soldier, organization, and commander. The tag will consist of a microchip encased in a durable carrier similiar to currently authorized identification tags (dog tags). The information contained in the tag will be capable of being read and changed by the tag receptacle and operational software through the interfaced computer such as Automated Data Processing System and Tactical Army Combat Service Support Computer System. The system will be operated by non-automated data processing trained functional personnel. The Soldier Data Tag System will be in all Army units, including Army Reserve and National Guard.

CHARACTERISTICS: Specific parameters are not available.

PROGRAM STATUS: U. S. Army Soldier Support Center has prepared a draft Required Operational Capability for staffing and approval. The projected quantities are 3,772,000 Soldier Data Tags and 9,473 Tag Receptacles. Fielding is anticipated in conjunction with the Tactical Army Combat Service Support Computer System fielding starting in 3rd Qtr, FY 85.

CONTRACTOR: Production contract has not been awarded.

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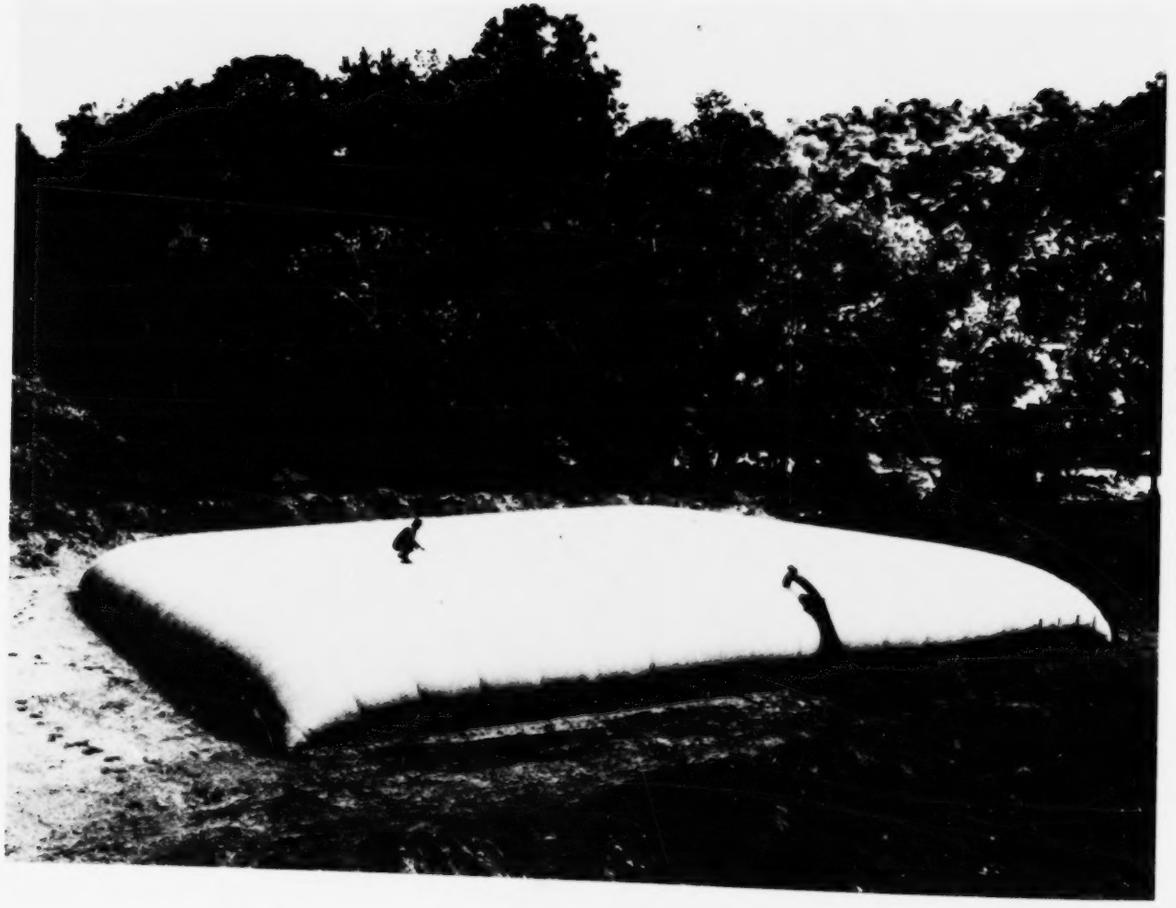
PETROLEUM SYSTEMS



BULK FUEL TANK ASSEMBLY (BFTA)

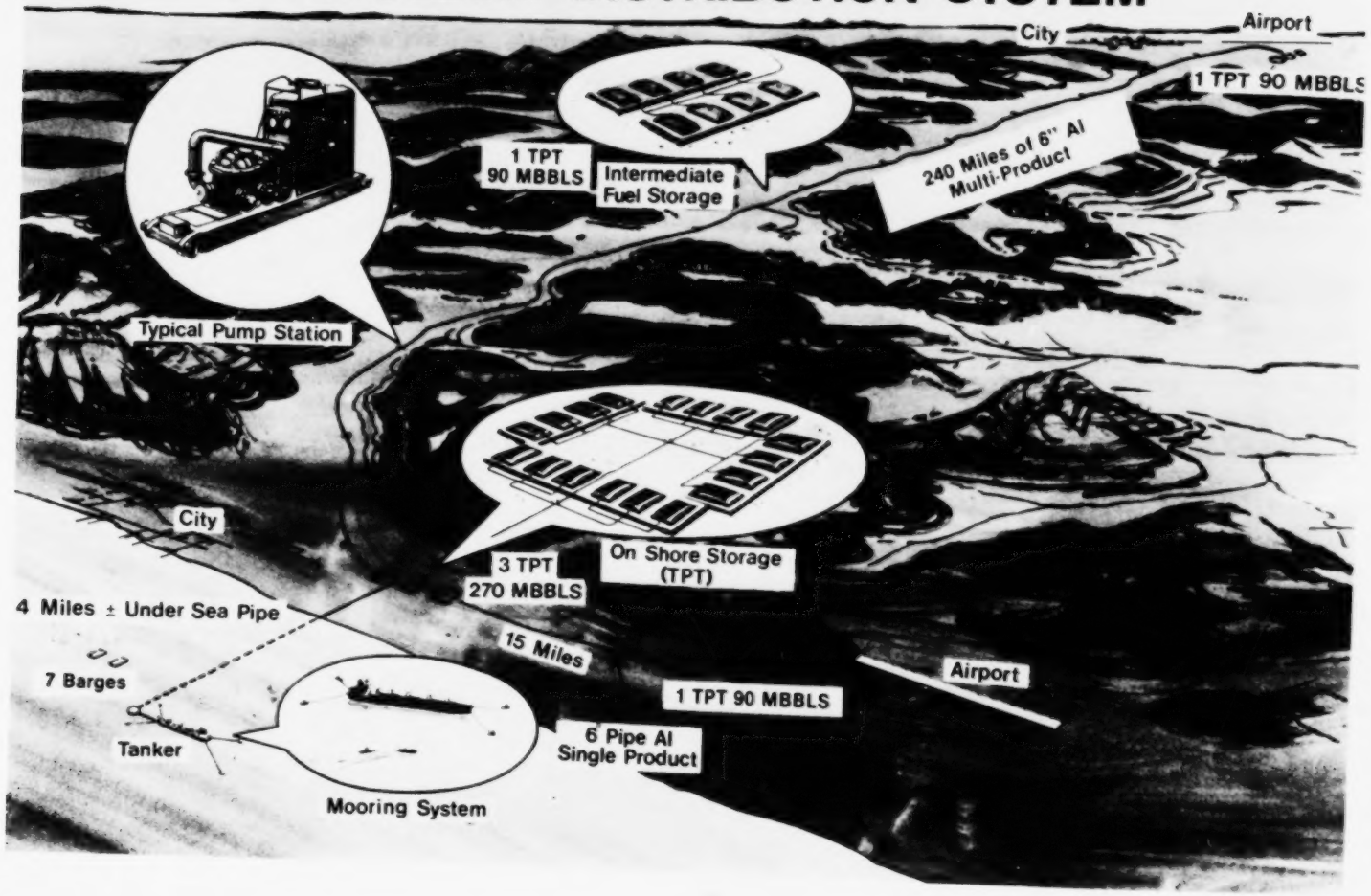
DESCRIPTION: A 5,000 barrel collapsable tank constructed from an elastomeric coated fabric. The tank is self-supporting and can be deployed on relatively flat ground with a minimum of surface preparation. It will be used for storage of fuel at marine bulk fuel terminals established at the port of entry into a theater of operations. The BFTA will be available for use in a quick response deployment operation.

CHARACTERISTICS: Capacity - 5,000 barrels (210,000 gallons)
Weight - 7,000 pounds
70' wide x 100' long x 8' high

PROGRAM STATUS: Type classification of the Bulk Fuel Tank Assembly was approved 5 April 1984. Two each were demonstrated during JLOTS II, September 1984.

CONTRACTOR: Current bidders for first buy - Goodyear Corporation, Uniroyal Corporation.

AREA 8 SOUTHWEST ASIAN PETROLEUM DISTRIBUTION SYSTEM



INLAND PETROLEUM DISTRIBUTION SYSTEM

DESCRIPTION: The Inland Petroleum Distribution System will be used to support contingency operations. It consists of tactical petroleum terminals to store and distribute bulk petroleum, tactical pipelines in both 6" and 8" sizes, and the pump stations to move the product through the pipeline. It will consist of nondevelopment items and standard Army equipment. The system will be placed in storage until needed for contingency use. Training modules will be developed for training in two FORSCOM units and two TRADOC schools.

CHARACTERISTICS: Specific sizes and weights of the various components are unknown until the contract is awarded.

PROGRAM STATUS: The system was type classified Standard in July 1984.

CONTRACTOR: A contract has been awarded to Wilbros Butler Engineering, Inc., with responsibilities to function as overall systems integrator.

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WATER SYSTEMS

TANK, WATER, LIGHTWEIGHT FABRIC, SELF-SUPPORTING (ONION TANK)

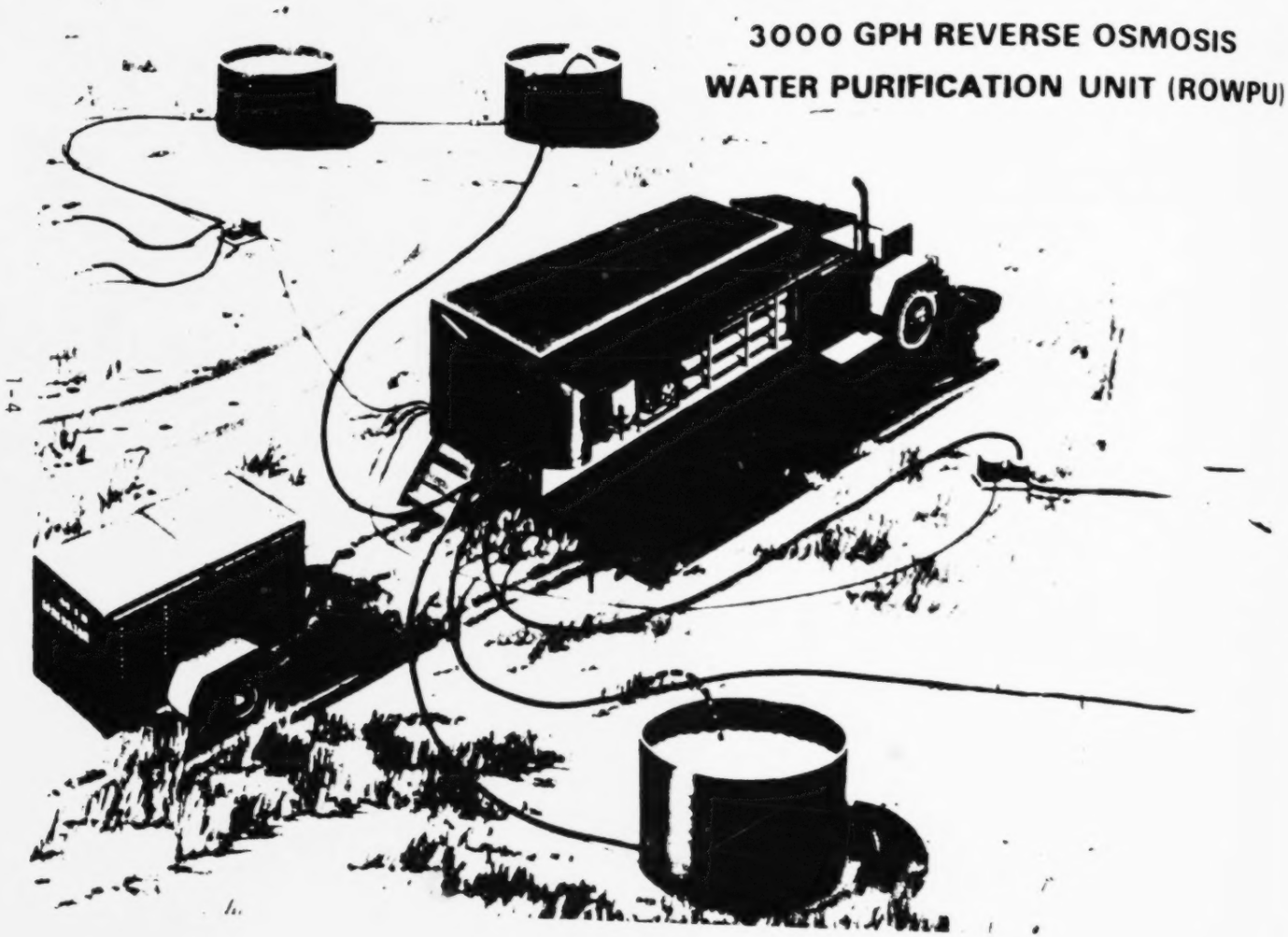
DESCRIPTION: The lightweight collapsible water storage tank will be used as a replacement for the 500-, 1500-, and 3000-gallon stave tanks. The tanks are used for storage and distribution of potable water for water point operations, field hospitals, etc; the storage and distribution of nonpotable water for laundry and bath units, construction, etc; and the storage and distribution of water for decontamination purposes.

CHARACTERISTICS:
Capacity - 3000 gallons
Gross weight - 120 pounds
Volume - 30 cubic feet

PROGRAM STATUS: The program is in process of a sole source solicitation at this time.

CONTRACTOR: Rubber Crafters of West Virginia, Inc.

3000 GPH REVERSE OSMOSIS WATER PURIFICATION UNIT (ROWPU)



ARTIST'S CONCEPT

3000 GPH REVERSE OSMOSIS WATER PURIFICATION UNIT (ROWPU)

DESCRIPTION: The 3000 GPH ROWPU is a water purification unit for field use. It consists of six subsystems: raw water subsystem; pre-treatment or clarification subsystem; reverse osmosis subsystem; NBC post-treatment subsystem; chemical feed subsystem; distribution subsystem; and will produce potable water for drinking, cleaning, and cooking. The ROWPU will be carried on a M871 semi-trailer.

CHARACTERISTICS: M871/ROWPU.

Length - 358 inches
Width - 96 inches
Height - 163 inches
Weight - 45,850 pounds

PROGRAM STATUS: A production contract award is scheduled for December 1985 with First Unit Equipped scheduled for December 1987.

CONTRACTOR: Brunswick Corporation
Aqua Chemical Corporation

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CONSTRUCTION EQUIPMENT

TRACTOR, WHEELED, DSL 4X4 W/EXCAVATOR AND FRONT LOADER (SMALL EMPLACEMENT EXCAVATOR (SEE)), FLU 404

DESCRIPTION: The SEE tractor is intended to meet excavation requirements of combat units. The primary mission is to dig small sized combat emplacements for crew served weapons positions, command posts, individual fighting positions, etc. for units located in the main battle area. It will replace the John Deere 410 tractor currently in the system.

CHARACTERISTICS: Highly mobile, rubber tired, diesel engine driven, all-wheel drive multipurpose engineer vehicle. The tractor is equipped with a bucket loader attachment at the front and backhoe attachment in the rear. In addition, the vehicle is equipped with hydraulic rotary percussive hammer drill, hydraulic percussive hammer and hydraulic chain saw attachments which are operated from an auxillary power tool outlet.

PROGRAM STATUS: Fielding will begin in November 1986 and continue through FY 89. The contract quantity is 927 with an option for up to 200% additional vehicles.

CONTRACTOR: Freightliner (Portland, OR).

SCRAPER, SELF-PROPELLED, 14 CUBIC YARDS CAPACITY, 621B

DESCRIPTION: The scraper will be used by conventional engineer units for earthmoving operations such as rapid airfield and road repair and rapid excavating of anti-tank ditches.

CHARACTERISTICS: The scraper is a self-propelled open bowl model, 14 cubic yard minimum struck capacity with one diesel engine, two axles, two single driving front wheels, two single driving rear wheels, and articulated steering. The approximate weight is 64,720 pounds.

PROGRAM STATUS: Fielding began in July 1984 and will be completed March 1986. Total procurement is 1,051 units.

CONTRACTOR: Caterpillar Tractor Company (Peoria, IL).

LOADER, SCOOP-TYPE, 2-1/2 CUBIC YARDS CAPACITY, MW24C

DESCRIPTION: The loader is intended for use as a bucket loader for long-range stockpile work, excavating and general utility work, and as an expedient replacement for small cranes and shovels. It can operate as front loader, clamshell, dozer, and scraper.

CHARACTERISTICS: The loader is rubber-tired, diesel engine driven, four-wheel drive with rear axle oscillation and has an articulated frame steering system. It is equipped with a hydraulically operated, front mounted, scoop-type multipurpose, SAE nominal rated 2-1/2 cubic yard bucket. It has a quick coupler system that allows rapid exchange of loader-mounted front end attachments. The approximate weight is 21,060 pounds.

PROGRAM STATUS: Fielding began in July 1984 and will be completed October 1985. Total procurement quantity is 1,811.

CONTRACTOR: J. I. Case Company (Milwaukee, WI).

CATERPILLAR

GRADER, ROAD, HEAVY, MOTORIZED, 130G

DESCRIPTION: The grader will be used for leveling and crowning, mixing and spreading, ditching and bank sloping, side casting, and light stripping operations.

CHARACTERISTICS: The grader is diesel engine driven with pneumatic tires, 6X4 front wheel steer and articulated frame steer. The approximate weight is 30,920 pounds.

PROGRAM STATUS: Fielding began in June 1984 and will be completed in April 1986. Total procurement quantity is 1,855.

CONTRACTOR: Caterpillar Tractor Company (Peoria, IL).

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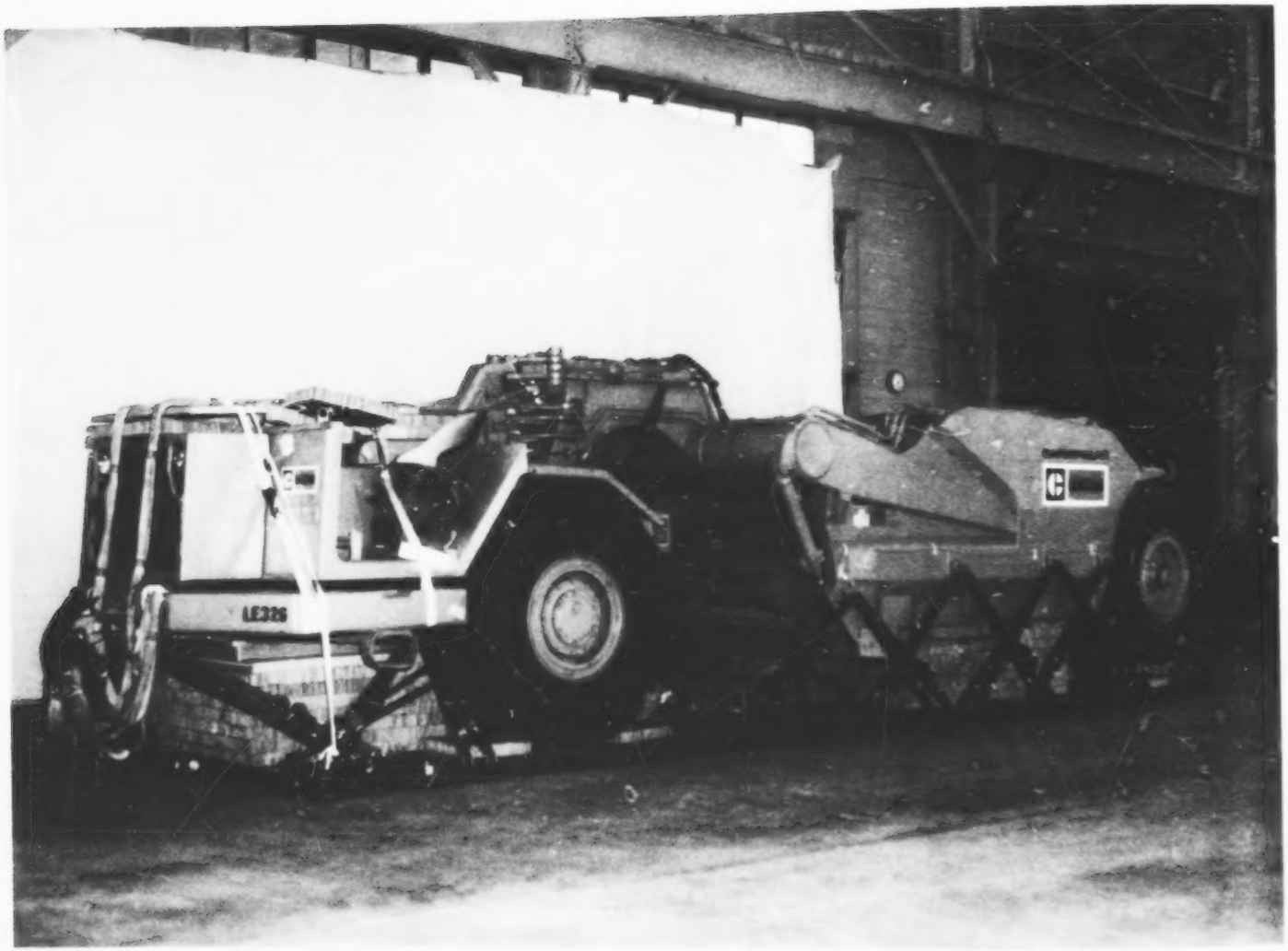
MISCELLANEOUS SYSTEMS



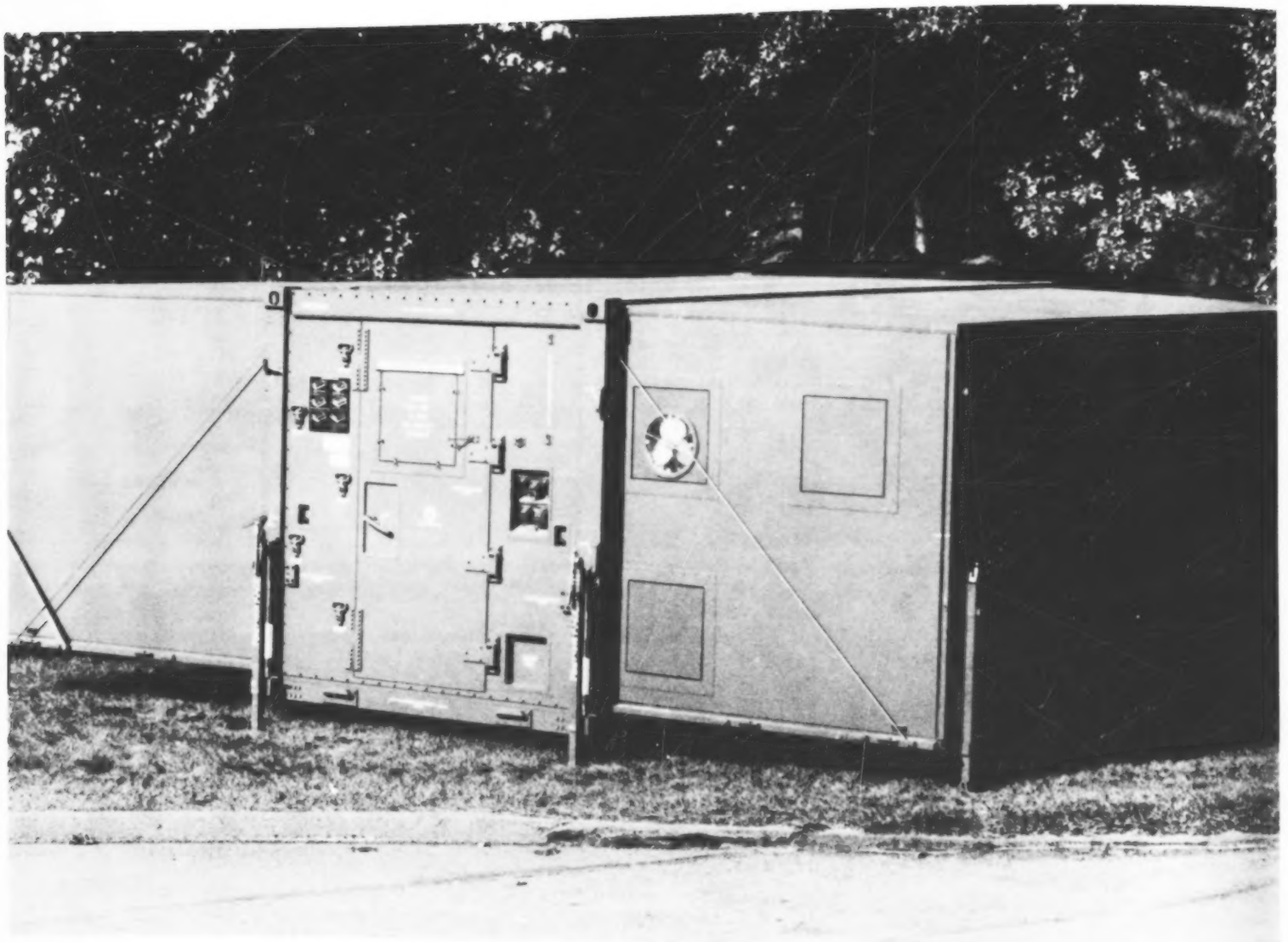
TYPE V AIRDROP PLATFORM

DESCRIPTION: An all-purpose airdrop platform compatible with C-130, C-141, and C-5A cargo aircraft. It is capable of delivering supplies and equipment weighing up to 35,000 pounds by low velocity airdrop or Low Altitude Parachute Extraction System (LAPES). The accompanying photograph shows a 28 foot platform with 35,000 pounds load rigged for a low velocity airdrop. The platform is assembled from extruded aluminum panels and side rails in various fixed lengths from 8 to 28 feet. It may be reused up to 20 times in training. It will replace the current standard Type II Airdrop Platform.

CHARACTERISTICS: The platform is an assembly of extruded panels, side rails, roller skids, and nose pad. The panels measure 2 by 8 feet and side rails are 8, 12, 16, 20, 24, and 28 feet long depending on the length of platforms being assembled. It weighs approximately 80-100 pounds per linear foot.

PROGRAM STATUS: Production contracts for platform components were awarded in September 1984 for deliveries scheduled from November 1985 through August 1986. Eventually, components for assembling 3,000 platforms will be procured.

CONTRACTORS: Current contractors are Metric Corporation and Penn-Metal. Additional contracts will be awarded at a later date.



SHELTER, TWO SIDE EXPANDABLE

DESCRIPTION: This shelter conforms to International Standardization Organization (ISO) standards. The shelter is equipped with leveling jacks for leveling on terrain differences up to 18 inches. The shelters are capable of accommodating up to a gross load of 15,000 pounds. They may be transported by the 7-1/2-ton dolly mobilizer or on flat bed trailers.

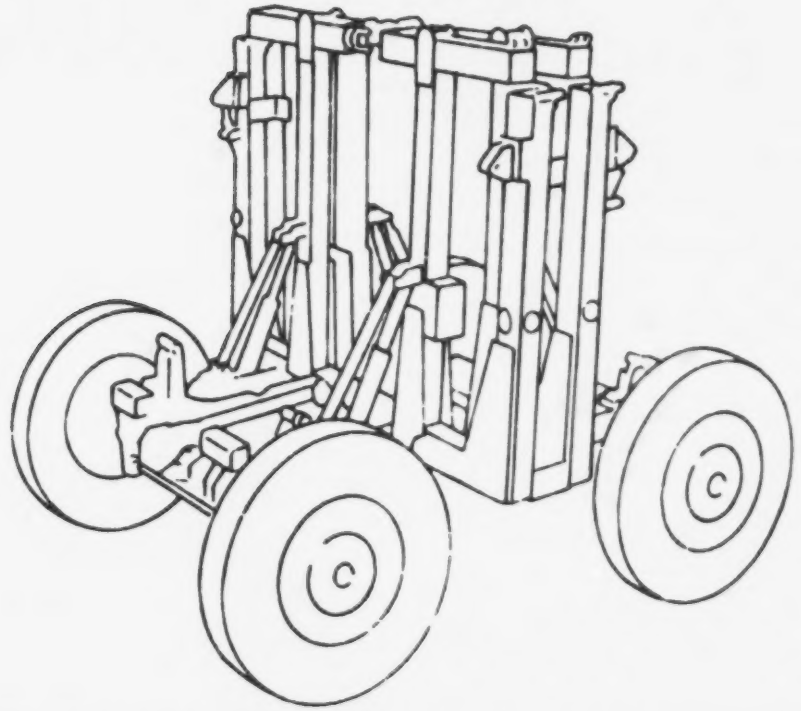
CHARACTERISTICS:

	Nonexpanded	Expanded
Height	8 feet	8 feet
Width	8 feet	24 feet
Length	20 feet	20 feet

PROGRAM STATUS: Contract awarded 27 April 1984.
First deliveries are due December 1985.

CONTRACTOR: Brunswick Corporation

M1022 DOLLY SET, LIFT TRANSPORTABLE SHELTER, 7½ TON



COUPLED UNITS FOR MOVEMENT WITHOUT SHELTER

DOLLY MOBILIZER (SHELTERS) (M1022)

DESCRIPTION: The M1022 is required to support the various systems utilizing shelters from the family of rigid wall shelters. The Dolly Mobilizer is configured to International Standardization Organization (ISO) standards. The Dolly Set will carry up to 15,000 pounds.

CHARACTERISTICS:
Height, with shelter - 13 feet
Width, with shelter - 8 feet
Length, with shelter - 29 feet-30 feet
Load capacity - 15,000 pounds
Empty weight - 5,000 pounds

PROGRAM STATUS: Contract award is scheduled for 4th Qtr FY 85 with fielding beginning 4th Qtr, FY 87.

CONTRACTOR: Contract award has not taken place.

SEMITRAILER MOUNTED FABRIC TANK, 3,000 GALLON AND 5,000 GALLON

DESCRIPTION: Both tanks are for use in transporting potable water and can be mounted on the M872 semitrailer for use in the corps rear area. The 3,000 gallon can also be mounted on the M127A1 or M871 for use in the division area.

CHARACTERISTICS: Capacities - 3,000-gallons
4,750-gallons

PROGRAM STATUS: The 4,750-gallon tanks were procured in FY 82 and are in depot operational project stocks.
The 3,000-gallon tanks are scheduled for type classification in 1st Qtr FY 85.

CONTRACTOR: 5,000-gallon - Uniroyal
3,000-gallon - None

WELDING SHOP, TRAILER MOUNTED

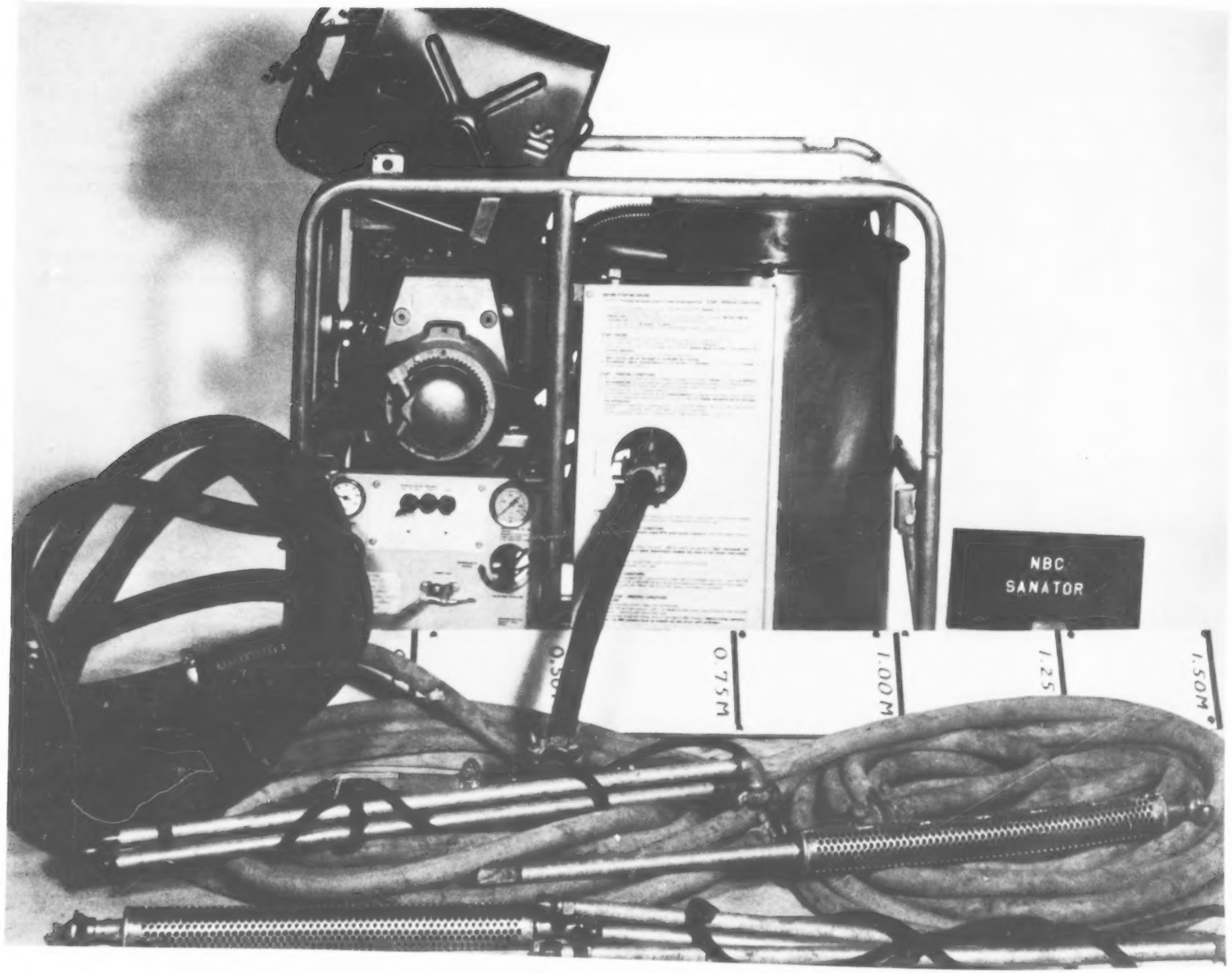
DESCRIPTION: A self-contained mobile field maintenance repair unit configured to provide various manual welding processes. The shop consists of a 350 amp welding machine mounted on an M200A1 2-1/2-ton, two wheeled trailer chasis. Mobility is provided by either a 2-1/2-ton or 5-ton truck. Included in the shop is a Metal Inert Gas (MIG) welding set and a Tungsten Inert Gas (TIG) welding set used in welding ferrous and nonferrous metals. Also included is an air compressor and gouging torch for air-arc cutting, oxygen and acetylene torches and cylinders, argon and gas carbon dioxide cylinders, and various tools required for welding operations.

CHARACTERISTICS:

Length	184.5 in
Height	96.75 in
Width	96 in
Gross weight	7,460 pounds

PROGRAM STATUS: There were 129 welding shops procured under FY 83 contract.
FY 84 money was withdrawn by HQDA.
Solicitation for a multi-year procurement (FY 85-89) was issued in June 1985. A contract award for approximatly 1550 units is anticipated before the end of FY 85.

CONTRACTOR: Hobart Bros., Troy, OH, manufactured the initial quantity. Contract for the multi-year buy has not been awarded.


NBC
SANATOR
0.75M
1.00M
1.25
1.50M

SANATOR/LIGHTWEIGHT DECONTAMINATION SYSTEM (LDS)

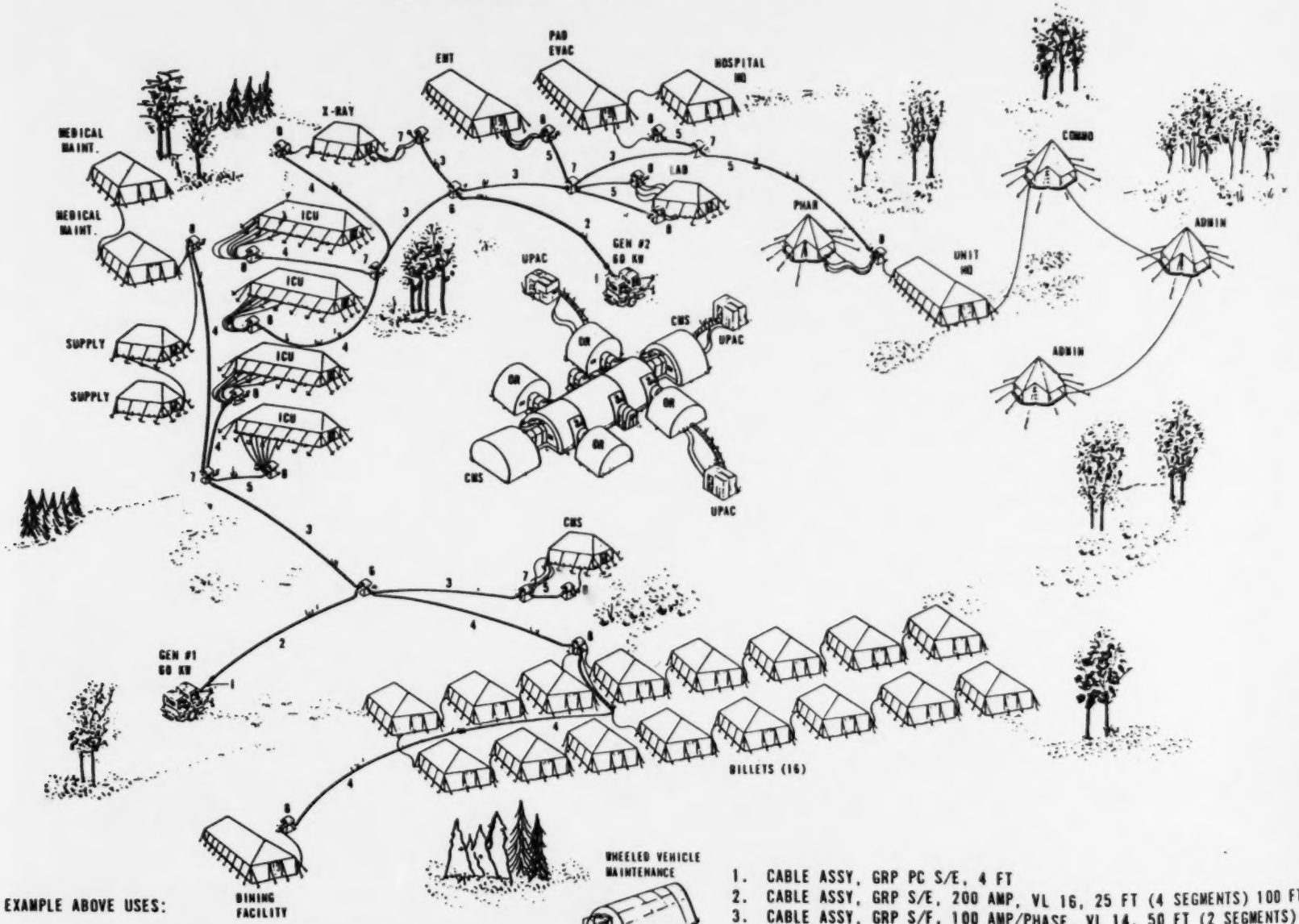
DESCRIPTION: Lightweight, portable, hot water heater and pump unit which can be used to wash contaminated equipment or to rinse decontaminant solutions to speed operations. This system was developed in Norway and issued to Swedish and Norwegian forces. It is a joint service program with Air Force as lead.

CHARACTERISTICS: Weight - 340 pounds

PROGRAM STATUS: Type classification - Limited Procurement approved by HQDA. Initial production tests completed. In-process review scheduled for July 1985 to determine further procurement.

CONTRACTOR: Engineered Air Systems, Inc.

TYPICAL NETWORK ARRANGEMENT FOR LARGER FIELD UNIT



EXAMPLE ABOVE USES:

A. TWO (2) FEEDER SYSTEMS, ELECTRICAL, 3 PHASE, 200 AMP/PHASE
B. SIX (6) FEEDER SYSTEMS, ELECTRICAL, 3 PHASE, 100 AMP/PHASE
C. FOURTEEN (14) DISTRIBUTION SYSTEMS, 3 PHASE, 40 AMP/PHASE
D. TWENTY (20) KITS, ELECTRICAL, UTILITY RECEPTACLES AND LIGHTING

1. CABLE ASSY, GRP PC S/E, 4 FT
2. CABLE ASSY, GRP S/E, 200 AMP, VL 16, 25 FT (4 SEGMENTS) 100 FT TOTAL
3. CABLE ASSY, GRP S/F, 100 AMP/PHASE, VL 14, 50 FT (2 SEGMENTS) 100 FT TOTAL
4. CABLE ASSY, GRP S/F, 40 AMP/PHASE, VL 24, 100 FT (1 SEGMENT)
5. CABLE ASSY, GRP S/F-E, 40 AMP/PHASE, VL12, 50 FT (1 SEGMENT)
6. DISTRIBUTION CENTER, THREE PHASE, 200 AMP/PHASE
7. DISTRIBUTION CENTER, THREE PHASE, 100 AMP/PHASE
8. DISTRIBUTION CENTER, THREE PHASE, 40 AMP/PHASE

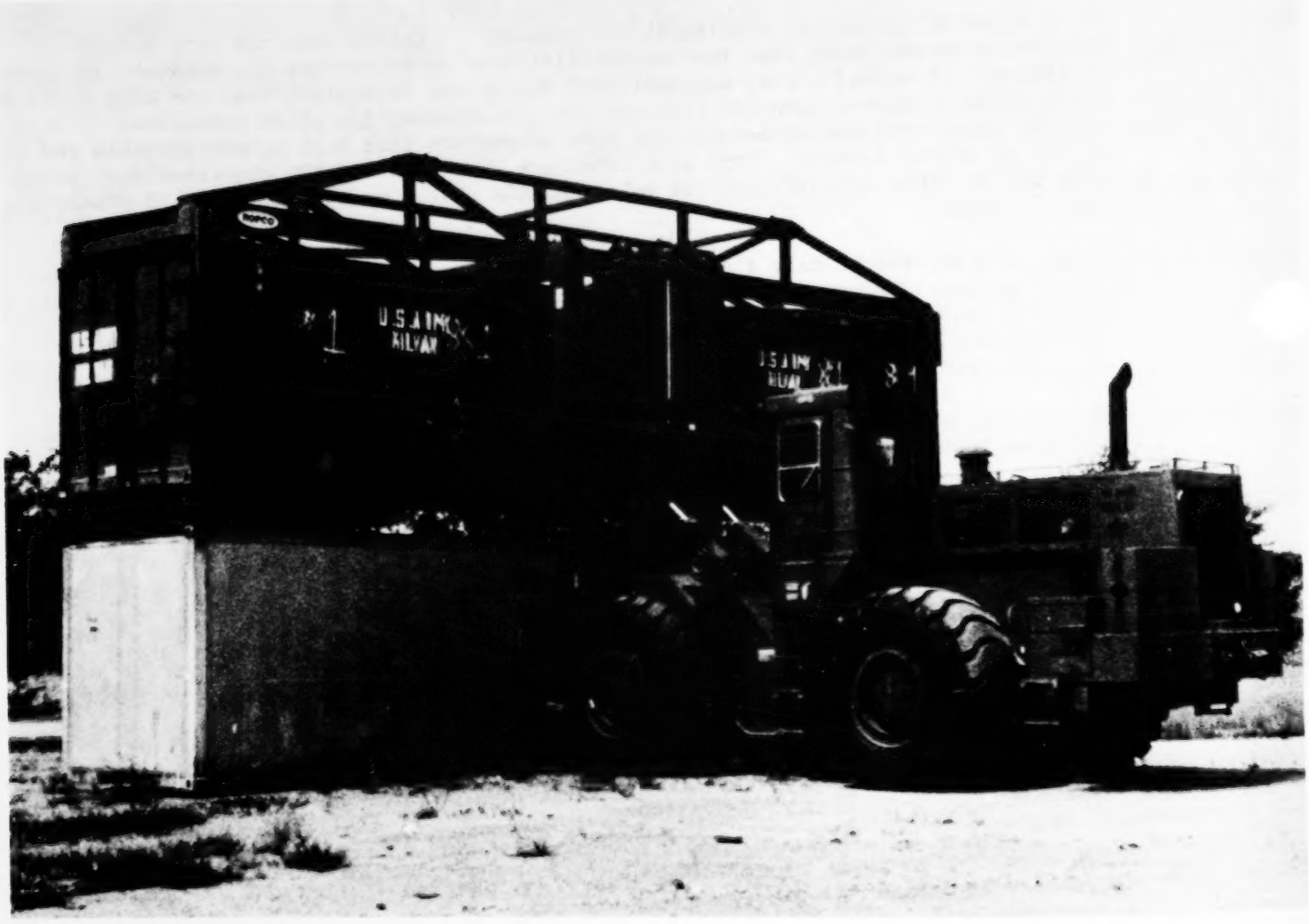
DISTRIBUTION/ILLUMINATION SYSTEM, ELECTRICAL (DISE)

DESCRIPTION: The program of electrical distribution equipment originated when the Army Medical Department became aware that the current distribution system was not adequate to support operations. A market survey was performed and it was determined that the DISE could be acquired as a nondevelopmental item and its use expanded for other nonmedical applications. The system consists of five components that will be man-portable and can be set up within 4 hours. DISE will interface with standard DOD generator sets rated from 5KW to 200KW operating at 120 volts, single phase, or 120/208 volts, 3 phase, at 50Hz or 60Hz.

CHARACTERISTICS: Feeder system, electrical, 3 phase, 200 amp/phase.
Feeder system, electrical, 3 phase, 100 amp/phase.
Distribution system, electrical, 3 phase, 40 amp/phase.
Distribution system, electrical, single phase, 60 amp.
Kit, electrical, utility receptacles and lighting.

PROGRAM STATUS: The DISE is planned to be fielded as an urgent requirement for medical units in the September 1986 time frame.

CONTRACTOR: Tooele Army Depot.



CONTAINER HANDLER, 50,000 POUND, ROUGH TERRAIN

DESCRIPTION: The 50,000 pound Rough Terrain Container Handler (RTCH) is a diesel engine driven commercial wheel loader modified by the substitution of forklift mast assembly in place of the loader lift arm assembly. It is designed to utilize commercial fork-mounted, fixed length top lift attachments for handling standard 20, 35, and 40 ft length containers. It is intended for use as Combat Support Equipment and is used to load and unload containers from semitrailers and railcars and stack them two-high on the ground.

CHARACTERISTICS:

Performance:
Max speed at rated load - 15 mph
Capacity - 50,000 lb. at 51 inch load center
Fording - 60 inches salt water

Dimensions:
Weight (base vehicle) - 103,230 lb.
Width - 138 inches
Height to top of rollover protection - 162 inches
Length - 312 inches
Lift Height - 16 ft
Turning circle - 70 ft curb to curb

PROGRAM STATUS: Fielding began in 3d Quarter, FY 1981 and was completed in February 1985. Total Army procurement quantity was 320.

CONTRACTORS: Caterpillar Tractor Company (Peoria, IL) - RTCH
RPC Corporation (Roxboro, NC) - Top lift attachments

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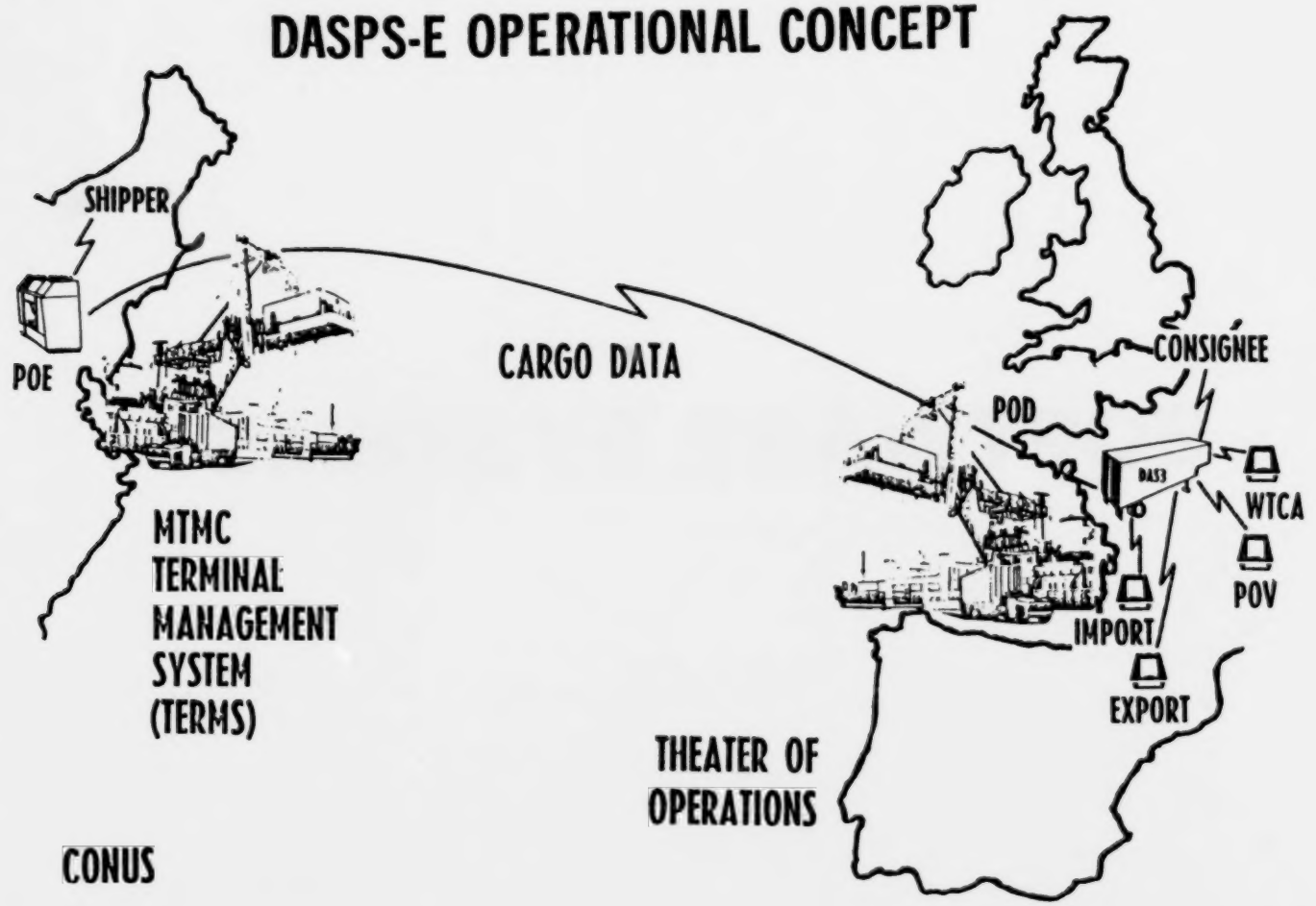
SOFTWARE SYSTEMS

DASPS-E OPERATIONAL CONCEPT



DA STANDARD PORT SYSTEM-ENHANCED (DASPS-E)

DESCRIPTION: The DA Standard Port System-Enhanced is a standard transportation system which will automate selected current manual functions and improve those functions currently automated. DASPS-E will provide automated processing capabilities necessary to support Water Terminal Operations during wartime and peacetime; minimize manual documentation procedures; and provide shorter port handling times. DASPS-E will replace the current DA Standard Port System hardware and software.

CHARACTERISTICS: DASPS-E will process on the mobile Decentralized Automated Service Support System (DAS3), Division-Corps (D/C) utilizing remote terminals and three remote printers. It will be modularly organized to allow suppression of processes not required in a wartime environment.

PROGRAM STATUS: Software design and programming were completed in the 1st Qtr FY 83. System testing was completed in March 1984 and a mini-software qualification test was conducted 9-27 April 1984. The software acceptance test was July-August 1984 in Bremerhaven, Germany was unsuccessful. Corrections were made and another system qualification test was conducted in April-May 1985. The software acceptance test was scheduled for July 1985, with the first extension in 4th Qtr, FY 85. Fielding scheduled for completion in July 1986.

PROPONENT: Functional Proponent- HQDA, Office of the Deputy Chief of Staff for Logistics; Proponent Agency- USA Logistics Center; Assigned Responsible Agency- USA Information Systems Software Support Command; Application System Developer- USA Information Systems Software Development Center Lee.

DIRECT SUPPORT UNIT STANDARD SUPPLY SYSTEM (DS4)

DESCRIPTION: Direct Support Unit Standard Supply System (DS4) is the standard Class II, III (packaged POL), IV, VII (operational readiness float) VIII, and IX automated supply system for Active Army, Army Reserve, and National Guard divisional and nondivisional units. DS4 automated the routine supply and stock control procedures of the Division Materiel Management Center (DMMC) and the nondivisional direct support unit (DSU). It provides the Army with a state-of-the-art retail capability that significantly improves the efficiency of supply stock control procedures, system maintenance requirements, and Army training base requirements. DS4 replaces the Division Logistics System (DLOGS) Class IX in the division, and Phoenix in the nondivisional units. DS4 also provides an interim automated supply capability for Health Services Command's Class VIII medical supply, optical, and maintenance (MEDSOM) units until their standard supply system, Theater Army Medical Management Information System (TAMMIS) is available in FY 87.

CHARACTERISTICS: Currently, DS4 processes on Decentralized Automated Service Support System (DAS3), Division/Corps (D/C) equipment in divisional and separate brigades and on the DAS3 Model A in nondivisional units.

PROGRAM STATUS: DS4/CS3 was replaced by DS4/DAS3 (D/C) during FY 85. DS4 is operational on DAS3 Model A at 157 Active Army, Army Reserve, and National Guard Units and on DAS3 (D/C) at 47 divisional and separate brigade Active Army, Army Reserve, and National Guard Units. DS4 extensions to nondivisional units are scheduled at a rate of six sites per month through FY 85 and at a rate of three sites per month for divisional units through the same time frame. By the end of FY 85, DS4 will be operational on the DAS3 (Model A and D/C) at approximately 250 divisional and nondivisional units worldwide.

PROPONENT: Functional Proponent--HQDA, Office of Deputy Chief of Staff for Logistics; U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling this responsibility. Proponent agency--U.S. Army Logistics Center; Assigned Responsible Agency--U.S. Army Information Systems Software Support Command; Application System Developer--U.S. Army Information Systems Software Development Center Lee.

STANDARD PROPERTY BOOK SYSTEM (SPBS)

DESCRIPTION: Standard Property Book System has been developed to provide an automated property accountability system capable of operating in a centralized or decentralized mode, and to function as an asset visibility accounting system for reportable items for manual property books. SPBS is designed to operate under batch processing and on a time sharing basis with other automated systems now in operation. SPBS is designed to function at installations, divisions, Corps Support Command (COSCOM), separate brigades, and armored cavalry regiments.

CHARACTERISTICS: SPBS is being extended in the divisional environment on the Decentralized Automated Service Support System (DAS3), Division/Corps (D/C) hardware and in the nondivisional area on the DAS3 Model A computer being deployed to the Supply Support Activities (SSA) within nondivisional units. The target hardware for property accountability at the installation level is the Vertical Installation Automation Baseline (VIABLE).

PROGRAM STATUS: The Software Acceptance Test (SAT) was successfully completed in July 1983 at Fort Stewart, GA. Extension of the system began in October 1983 and is presently operational in fifty-two Active Army, National Guard, and Army Reserve Units. Installation at 19 additional sites is scheduled for completion by 2QFY86.

The system is currently undergoing a redesign to operate interactively on the Tactical Army Combat Service Support Computer System (TACCS). SPBS on TACCS will operate in both a centralized and a decentralized environment. The initial extension will be to the 7th Infantry Division at Fort Ord, Ca, during 1QFY86 with eventual Army wide implementation in both divisional and nondivisional environments.

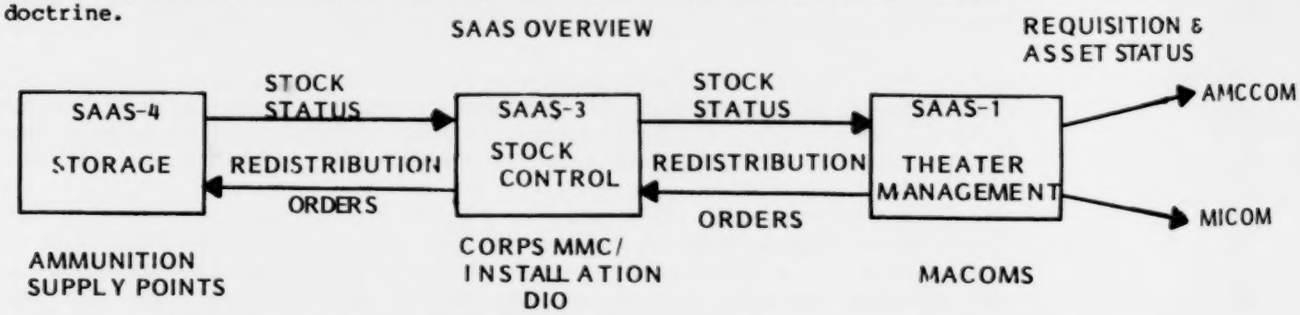
PROPONENT: Functional Proponent - HQDA, Office of the Deputy Chief of Staff for Logistics - U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling the responsiblilty; Proponent Agency - USA Logistic Center; Assigned Responsible Agency - USA Information Systems Software Support Command; Application System Developer - USA Information Systems Software Development Center Lee.

STANDARD ARMY AMMUNITION SYSTEM (SAAS)

DESCRIPTION: SAAS is a multicommand management information system which integrates Class V management and reporting functions from ammunition supply points to the Theater Army Material Management Center (TAMMC). SAAS is designed to provide management information for conventional ammunition, guided missiles and large rockets, and component and packaging material.

CHARACTERISTICS: SAAS has been designed as three self-supporting systems each tailored to its peculiar operating environment. SAAS-1 is the theater level system; SAAS-3 is the corps level or stock control system; and SAAS-4 is the ammunition supply point (ASP) or storage site system. SAAS-1 processes on the Corps/Theater ADP Service Center (CTASC) van mounted computer and fixed site hardware; SAAS-3 processes on the Decentralized Automated Service Support Center (DAS3) van mounted computer; and SAAS-4 processes on the Tactical Army Combat Service Support Computer System (TACCS) table-top hardware. A SAAS-2 system was originally planned for the Field Army Command but has been suspended because of current doctrine.

SAAS OVERVIEW



PROGRAM STATUS: SAAS-1 has been processing in the theater environment since 1972. The SAAS-1 software programs will be replaced by the SAAS-3 software programs in the FY88 timeframe. SAAS-3 has been processing at the corps level since 1982. SAAS-4 will be extended to ammunition supply points in 2QFY86. An evaluation is being made of ways to extend portions of SAAS-3 and all of SAAS-4 to the installation ASP level in TRADOC/FORSCOM/WESTCOM. No date has been established at this time. A bar code (LOGMARS) data entry capability will be provided in SAAS-4 in FY87. This will accommodate receipt processing and inventory count requirements.

PROPONENT: Functional Proponent - HQDA, Office of Deputy Chief of Staff for Logistics. U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling this responsibility; Proponent Agency - U.S. Army Logistics Center; Assigned Responsible Agency-U.S. Army Information Systems Software Support Center; Application System Developer-U.S. Army Information Systems Design Center Lee.

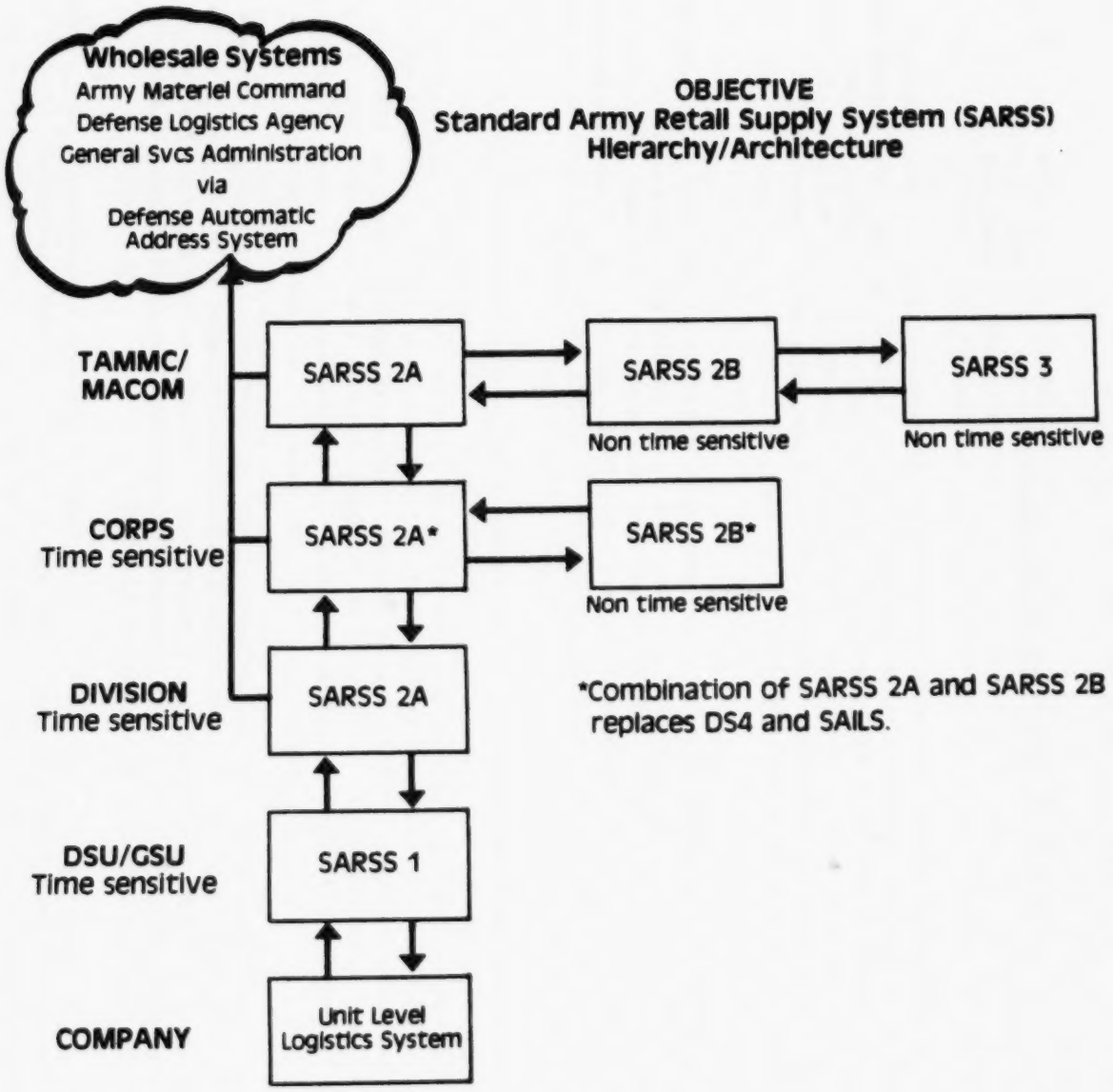
UNIT LEVEL LOGISTICS SYSTEM (ULLS)

DESCRIPTION: ULLS is an automated system to assist soldiers at the company level in their daily performance of supply, maintenance, and transportation related duties. The system will operate on a portable, commercially available microcomputer with interactive user friendly, tutorial software. ULLS will standardize unit procedures, reduce error rates, reduce excess stocks through efficient management of the PLL, reduce man-hour requirements, and improve unit readiness.

CHARACTERISTICS: ULLS will serve as the focal point for management information at the unit PLL location by automating the requisition, receipt, storage, and issue supply functions. Also, equipment status information will be recorded and retrieved for readiness reporting. LOGMARS technology will be integrated wherever required, and various functions/documents will be automated under a user-friendly, menu-driven format to simplify data entry and retrieval processes.

PROGRAM STATUS: ULLS Phase 1 extension was completed at the 24th Infantry Division, Fort Stewart, GA, on 21 November 1984 and at 1st Armored Division, Germany, on 4 February 1985. Both extensions were extremely successful. The fielding of ULLS Phase II is targeted for June 1986 with the objective hardware being the Unit Level Computer (ULC). Phase II more than triples the list of Phase I functions to include unique commodities such as missile, aviation, and communications. ULLS will be extended through 1988 with more than 27,000 unit level computers to company sized units.

PROPONENT: Functional proponent--HQDA, Office of Deputy Chief of Staff for Logistics. U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling this responsibility; Proponent Agency--U.S. Army Logistics Center; Assigned Responsible Agency--U.S. Army Information Systems Software Support Command; Application System Developer--U.S. Army Information Systems Software Development Center Lee.



TAMMC	Theater Army Materiel Management Center
ULLS	Unit Level Logistics System
DSU	Direct Support Unit
GSU	General Support Unit
DS4	Direct Support Unit Standard Supply System
SAILS	Standard Army Intermediate Level Supply System

STANDARD ARMY RETAIL SUPPLY SYSTEM (SARSS)

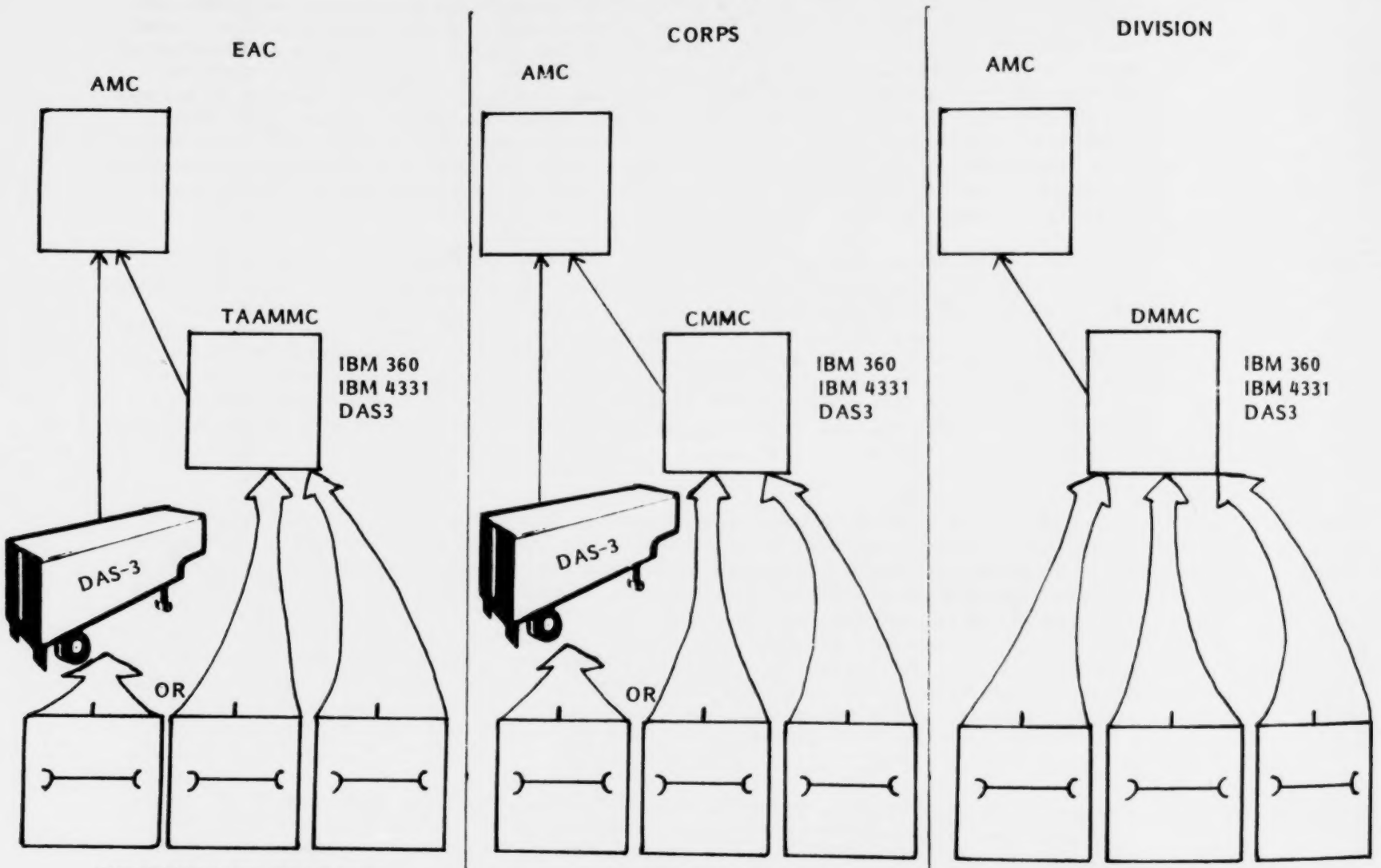
DECRIPTION: SARSS development employs recent technology in its design characteristics, principal among which are real-time transaction processing, user-friendly person/machine "communication", a query facility, largely self contained documentation, and commercial software that the user may employ for word processing and spread sheet analysis. SARSS will operate at all levels of supply from the direct support unit through the theater or major command levels in both tactical and installation type organizations. SARSS is intended to automate most manual supply operation functions currently used in divisional and nondivisional direct/general support units. Above the direct support unit level, SARSS will replace the Direct Support Unit Standard Supply System (DS4) and the Standard Army Intermediate Level Supply System (SAILS) in the automation of supply operational and management functions performed at the separate brigade, division, corps, installation, theater, and major command levels.

CHARACTERISTICS: SARSS uses a concept of decentralizing, in a real-time on-demand mode, time sensitive functions to the level where stock is maintained, thus reducing customer wait time while centralizing less time sensitive activities to reduce the processing burden at lower echelons. This approach distributes processing requirements over a wider range of data processing equipment and enhances readiness processing capacity and deployability of supply support activities. Centralization of demand maintenance and analysis is also expected to afford the capability for computing multi-echelon stockage requirements. Once fully implemented, all supply automation below the corps level will be accomplished on microcomputer hardware.

PROGRAM STATUS: The priority for development has been to achieve an interim SARSS-1 system capable of operating subordinate to DS4 for automating direct support unit operations. The system has been given an "interim" designation because some changes are required to make it fully compatible for use in the SAILS storage site and/or SARSS-2A environments. This priority was driven by the need for automation at the direct support unit level, the availabiltiy of hardware (Tactical Army Combat Service Support Computer System - TACCS) intended for that level, and the need for automation to support deployment of divisional brigade-sized task forces. Current development milestones provide for field testing the SARSS-1 (interim) system in a fast track prototype environment at the 24th Infantry Division in April-May 1985 and at 1st AD USAREUR in June-July 1985 on interim TACCS hardware.

PROPONENT: Functional Proponent--HQDA, Office of Deputy Chief of Staff for Logistics. U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling this responsibility; Proponent Agency--U.S. Army Logistics Center; Assigned Responsible Agency--U.S. Army Information Systems Software Support Command; Application System Developer--U.S. Army Information Systems Software Development Center Lee.

MAINTENANCE REPORTING AND MANAGEMENT



INTERMEDIATE REAR/FWD MAINTENANCE UNITS

INTERMEDIATE FWD MAINTENANCE UNITS

INTERMEDIATE FWD MAINTENANCE UNITS

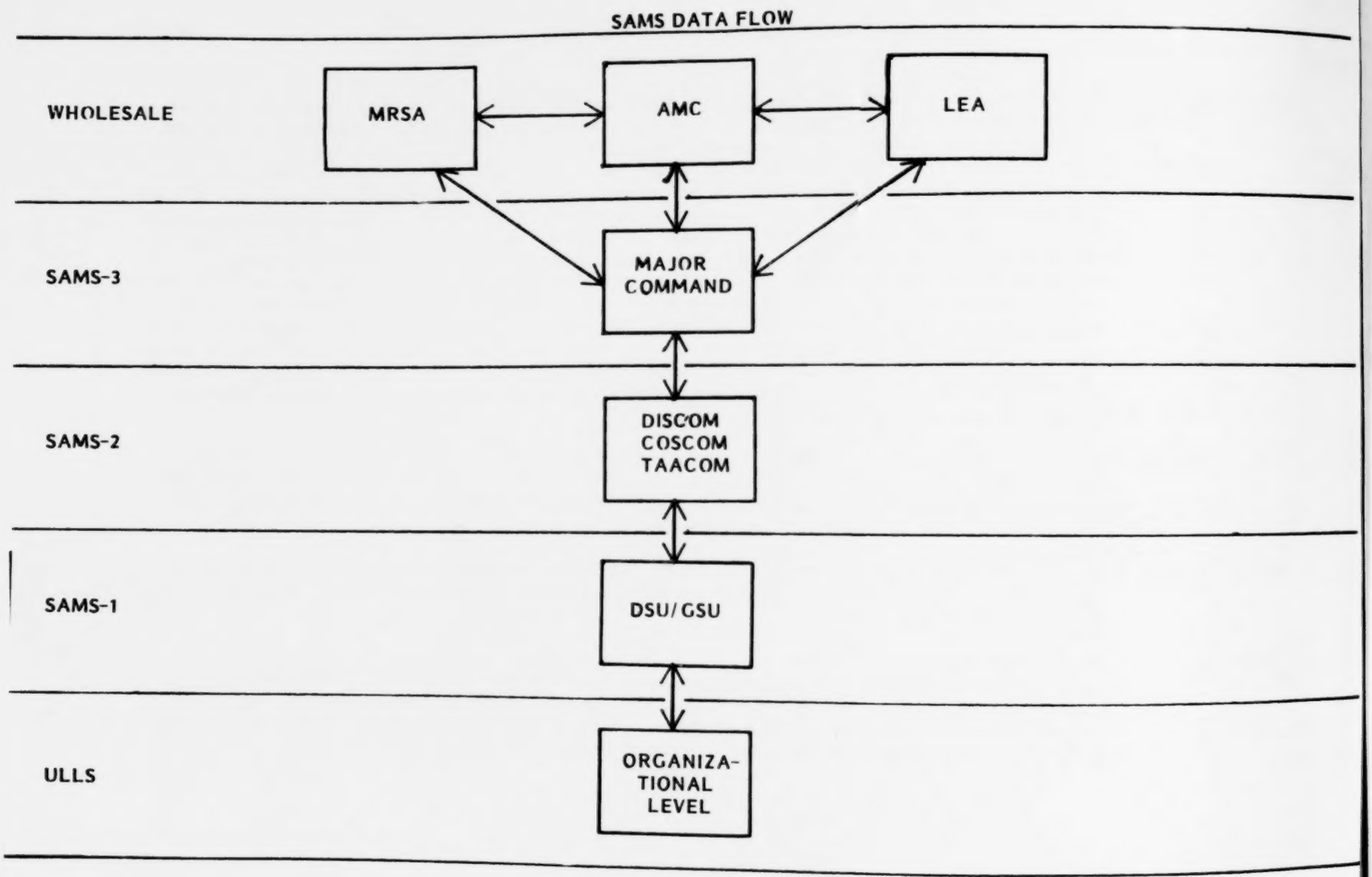
MAINTENANCE REPORTING AND MANAGEMENT SYSTEM (MRMS)

DESCRIPTION: Maintenance Reporting and Management (MRMS) is the Army's standard maintenance system which evolved from the Tactical Maintenance Control System (TMCS) developed by USAREUR. The objectives of MRM are: management of maintenance operations and resources, integration of class IX and maintenance, standardization of operating procedures and reports, reduction of manual data management and report generation and also to provide a basis for standardization of training at service schools and in the field. MRM is composed of two modules: the Maintenance Control System (MCS) and the Resource Analysis System (RAS). The MCS module (wartime/peacetime) uses data elements from the work order request (DA Form 2407), repair parts requisitions and status to provide information related to: work in process, backlog and work completed, parts causing equipment deadline, parts status, age of requisition, and estimated ship dates. The RAS modules (peacetime only) uses personnel data files, standard cost data and workload information from MCS to generate information on: manpower utilization, cost accounting of completed work, production and backlog information. Output from MRM is available for management use at company, battalion, or MMC level.

CHARACTERISTICS: MRM is a batch process system using either punch card or Video Display Terminal (VDT) input. MRM input data is processed into either the basic (daily) or monthly cycle and can be run on the following hardware: DAS-3, IBM 360, IBM 4331. MRM interfaces with MAMS, DLOGS, DS4, (SARSS-1), and PHOENIX.

PROGRAM STATUS: System has been extended to approximately 300 units worldwide and will continue to be utilized by Active, Reserve, and National Guard units until replaced by the Standard Army Maintenance System (SAMS).

CONTRACTOR: Functional Proponent - HQDA, Office of the Deputy Chief of Staff for Logistics. U.S. Army Logistics Evaluation Agency represents the ODCSLOG in fulfilling this responsibility; Proponent Agency - U.S. Army Logistics Center; Assigned Responsible Agency - U.S. Army Information Systems Software Support Command; Application System Developer - U.S. Army Information Systems Software Support Command Development Center Lee.


SAMS DATA FLOW
WHOLESALE
MRSA
AMC
LEA
SAMS-3
MAJOR COMMAND
SAMS-2
DISCOM
COSCOM
TAACOM
SAMS-1
DSU/GSU
ULLS
ORGANIZA-
TIONAL
LEVEL

STANDARD ARMY MAINTENANCE SYSTEM (SAMS)

DESCRIPTION: SAMS-1 will automate maintenance operations management at the maintenance company level by providing automated work order management, shop stock operations, and reports capability. SAMS-1 will totally automate DA forms 2407, 2407-1, 2405, all basic shop stock records, and will provide standard management reports to include cost and manpower, exception reports and file inquiry. SAMS-1 will contain unit Materiel Condition Status Reporting (MCSR) data. This system will be located at the DSU/GSU Maintenance level in both divisional and non-divisional environment and will operate on the Tactical Army Combat Service Support Computer System (TACCS).

SAMS-2 will collect data from SAMS-1 sites and provide managers with the following information: inoperative equipment and readiness data; manpower and parts cost; maintenance backlog information; fleet management data; maintenance shop evaluation capability and both front and backside DA form 2406 (MCSR) information. Interactive file inquiry capability in conjunction with standard management reports will provide management information to Materiel Management Centers in DISCOMs, COSCOMs, and TAACOMs. SAMS-2 will process on TACCS.

SAMS-3 will be the highest retail level operational at MACOM level and will be utilized to review performance, determine requirements and suballocate funds. SAMS Installation will be the maintenance system at TDA sites and will provide capabilities found in SAMS-1 and SAMS-2 as well as those requirements unique to TDA activities.

CHARACTERISTICS: SAMS-1 will operate in the divisional/non divisional environment on TACCS and will interface with DS4, SAILS, SARSS-1, SAMS-2, and ULLS. SAMS-2 will operate in a DISCOM/COSCOM/TAACOM environment on TACCS and will interface with SAMS-1, DS4, SARSS-2A, SPBS, and SAMS-3. SAMS-3 will operate at MACOM level on hardware yet to be determined. SAMS Installation will operate in the TDA environment on hardware yet to be determined.

PROGRAM STATUS: All software for SAMS-1 and SAMS-2 has been developed with Software Acceptance Testing scheduled for September 1985, at Fort Stewart, GA. SAMS-3 and SAMS Installation are still being designed with fielding projected for 3d quarter CY87 and 4th quarter CY87 respectively.

PROPONENT: Functional Proponent - HQDA, Office of Deputy Chief of Staff for Logistics. U.S. Army Logistics Evaluation Agency represents the ODCSLOG in managing this system: Proponent Agency - U.S. Army Logistics Center; Assigned Responsible Agency - U.S. Army Information Systems Software Support Command; Application System Developer - U.S. Army Information Systems Software Support Command Development Center Lee.

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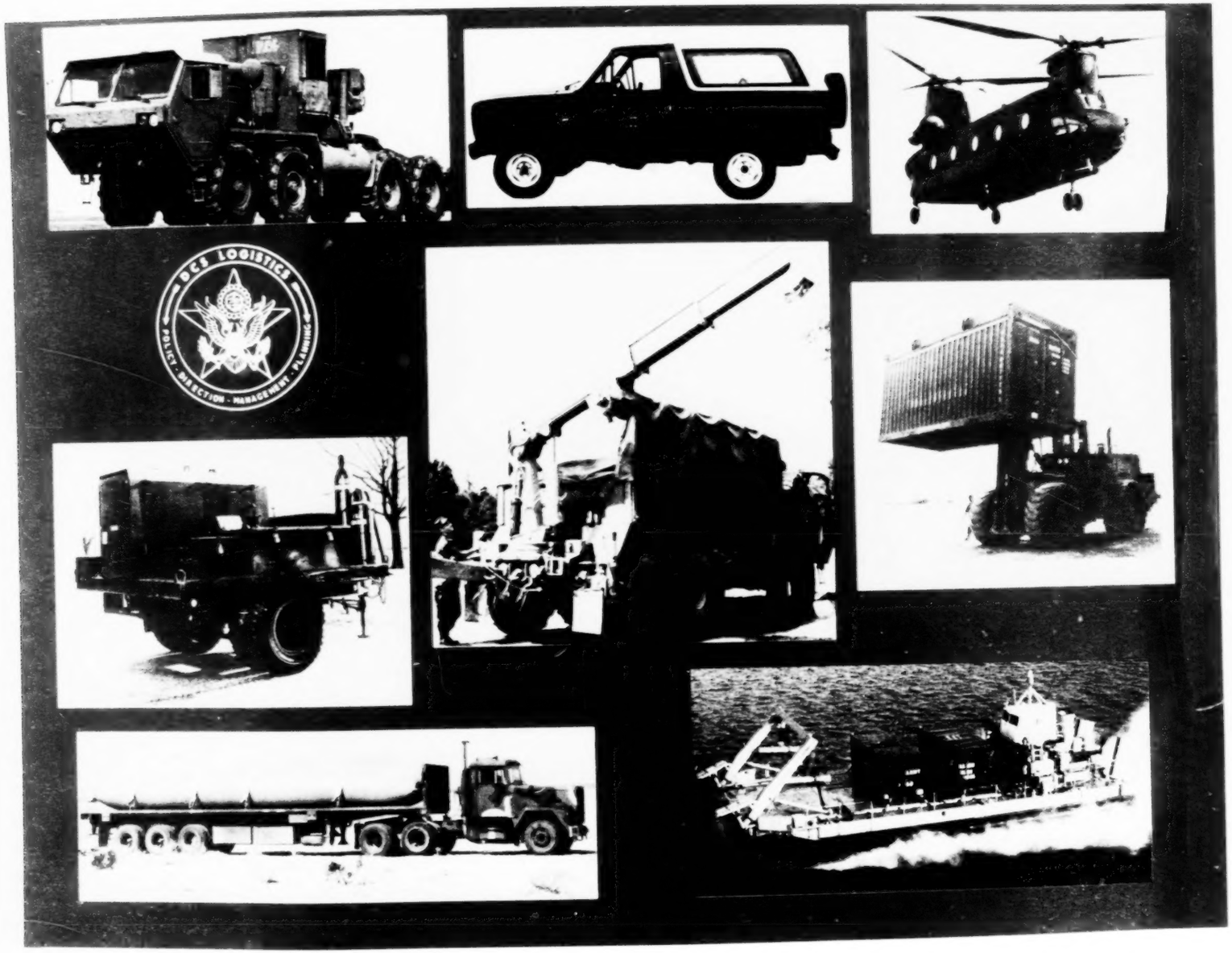
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